

# **ECONOMIC DEVELOPMENT PLAN FOR THE NORTH MIDTOWN**

**EXHIBIT “A”  
RESOLUTION NO. 2011-R-018**



**White River – College - Monon**

**CITY OF INDIANAPOLIS  
DEPARTMENT OF METROPOLITAN DEVELOPMENT  
DIVISION OF PLANNING**

SEPTEMBER 1, 2011

## ECONOMIC DEVELOPMENT PLAN FOR NORTH MIDTOWN

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## **FOREWORD**

The City of Indianapolis has been working with communities to stimulate and support reinvestment in the old commercial corridors that form the edges of many neighborhoods. These corridors were once the primary neighborhood resource for transportation, shopping, commercial services and public services. The corridors developed with streetcar lines and with parallel railroad lines for goods movement. The land use patterns that developed placed shopping at major streetcar stops and industries near where they had access to workers and goods. Apartments, schools, and churches located nearby because of the public transportation access. This corridor developed initially as a public transportation spine. Broad Ripple Park was developed in 1898 by the Indianapolis Street Car Company to attract off-peak customers to their system. Commercial development naturally occurred at the major intersections and trolley stops. Apartments were also developed along the route because of the demand for public transportation. Improvements to the College - Monon Corridor will contribute to the quality of life in the much larger neighborhood areas that it serves. Instead of creating “edges” the corridor can be a “seam” that links communities. The improvement of the corridor can be a first step in enhancing access to public transportation and reducing dependence on the automobile.

Much of the development in this corridor is suffering from some degree of obsolescence. As people shifted to private automobiles the commercial sites found themselves with inadequate parking supplies. As retailers went to larger and larger stores, many of the commercial sites were too small. As industry shifted to over-the-road trucking and air transport the industrial sites often were not in prime locations. Now, contaminated sites are being cleaned up.

Many of the businesses in the corridors are locally owned and operated. They provide local economic and creative opportunity. Pedestrian and bicycle access is being improved and public transportation improvements are being studied. The purpose of this project is to provide the basic tools for reinvestment. Therefore the project is intended to:

**Provide better neighborhood services.**

**Provide tools for stimulating private investment.**

**Protect and create jobs.**

**Recycle obsolescent public property.**

**Upgrade infrastructure.**

**PROJECT AREA BOUNDARY DESCRIPTION**

Beginning at a point in the center-line of the intersection of Washington Blvd and 25<sup>th</sup> Street; thence south to the centerline of Fall Creek; thence following the centerline of Fall Creek north-easterly to 38<sup>th</sup> Street; thence jogging west to the centerline of Fall Creek Parkway; thence north-east along the centerline of Fall Creek Parkway until the intersection of Evanston is reached; thence north along the centerline of Evanston to the centerline of 42<sup>nd</sup> Street; thence west along the centerline of 42<sup>nd</sup> Street until the intersection of Ralston is reached; thence north along the centerline of Ralston to the intersection of 44<sup>th</sup> Street is reached; thence west along the extended centerline of 44<sup>th</sup> Street approximately 486 feet (the southern boundary line of adjacent parcels); thence north along the west boundaries of properties on Primrose from 44<sup>th</sup> Street to the centerline of 46<sup>th</sup> Street; thence west along the centerline of 46<sup>th</sup> Street to the intersection of the centerline of Indianola; thence north along the centerline of Indianola to the intersection of the centerline of 52<sup>nd</sup> Street; thence east along the centerline of 52<sup>nd</sup> Street approximately 300 feet to the east boundary line of Parcel #8033096 which is situated between properties on Oakleaf and Rosslyn; thence north approximately 696 feet to the north boundary line of Parcel #8033096; thence west along the north boundary lines of Parcels #8033096 and 8000044 to the east boundary line of Parcel # 8004550; thence north along that east boundary to the north boundary line of said Parcel # 8004550; thence west along the north boundary line of said parcel to the intersection of the centerline of Crestview; thence north along the centerline of Crestview to the intersection of the centerline of 54<sup>th</sup> Street; thence west along the centerline of 54<sup>th</sup> Street to the east boundary line of the parcels known as 1134 E. 54<sup>th</sup> ; thence north along the east boundary line to the north boundary line of said parcels; thence west along the north boundary line of the said parcels to the centerline of Carvel; thence continuing west along the south boundary line of parcel #8034269 to the east boundary line of the Monon Greenway; thence north along the east boundary of the Monon Greenway approximately 642 feet to the south boundary of parcel #8033754; thence east along that south boundary to the centerline of Carvel; thence northerly along that centerline to a point perpendicular to the north boundary of said parcel #8033754; thence west along that north boundary to the east boundary of the Monon Greenway; thence north along the Monon Greenway to the intersection of the centerline of E. Kessler Blvd.; thence east along Kessler Blvd. to the intersection of the centerline of Compton; thence north along the centerline of Compton to the intersection of the centerline of 61<sup>st</sup> Street; thence east along the centerline of 61<sup>st</sup> Street approximately 520 feet to a point of extension of the east boundary of parcel #8015477 (1115 Broad Ripple Ave.-the east boundary of Broad Ripple High School); thence north along that boundary line to the northwest corner of parcel #8018994; thence east along that north boundary to the intersection of the centerline of Haverford; thence south approximately 115 feet to the north boundary of parcel #8013087; thence easterly to the centerline of the first alley east of Indianola; thence north along the centerline of that alley to the south boundary of Broad Ripple Avenue; thence east along that south boundary of Broad Ripple Avenue to a point extended from the east boundary line of Broad Ripple Park; thence north along that line to Alley 6275, aka the south boundary of Broad Ripple Park; thence following easterly along the south boundary of Broad Ripple Park to the east boundary which is also the west boundary of Evanston; thence north along that boundary to 64<sup>th</sup> Street S. Drive;



**PROJECT AREA BOUNDARY DESCRIPTION (cont.)**

Thence west along the north boundaries of the Park to the centerline of White River; thence following the centerline of White River westerly to a point that would intersect the extended centerline of 64<sup>th</sup> Street; thence west along that extended centerline to the intersection of the centerline of Westfield Blvd; thence north along the centerline of Westfield Blvd to an extended southern boundary line of parcel #8062316 (6576 Reserve Drive); thence west along that southern boundary to the intersection of the centerline of Cornell; thence north along that centerline to what would be the centerline of White River and following that centerline west to the centerline of College Avenue; Thence south along the centerline of College Avenue approximately 2000 feet to the extension of the north boundary of parcel #8018760 (6434 N. College); thence west along said north boundary to the first alley west of College Avenue; thence south along the centerline of said alley across to the centerline of Westfield Blvd; thence south-west along the centerline of Westfield Blvd to the intersection of the centerline of 62<sup>nd</sup> Street; thence east along the centerline of 62<sup>nd</sup> Street to the first alley west of College Avenue; thence south along said first alley west of College Avenue across 61<sup>st</sup> street; thence continuing south along centerline of said alley to the north boundary lines of 542, 646 and 652 E. 54<sup>th</sup> Street and following that north boundary eastward to the east boundary of 652 E. 54<sup>th</sup> Street; thence south along that east boundary to the centerline of 54<sup>th</sup> Street and continuing west along the centerline to the intersection with the first alley west of College Ave.; thence south along that centerline of the said alley to the north boundary of 4212 N. College; thence east along that boundary and crossing over College Ave to the intersection of the first alley east of College Ave.; thence south along the centerline of that first alley east of College Ave. to the south boundary of 4119 N. College; thence west along that boundary and crossing over College Avenue to the intersection of the first alley west of College Ave.; thence south along that alley centerline to 39<sup>th</sup> Street; thence east along the centerline of 39<sup>th</sup> Street to the centerline of College Ave.; thence south along the centerline of College Ave. to the centerline of 38<sup>th</sup> Street; thence west along the centerline of 38<sup>th</sup> Street to the intersection of the centerline of Park; thence north along Park to the north boundary of 3828 N. Park; thence west along the north boundary of 3828 N. Park and adjacent properties until reaching the centerline of Pennsylvania; thence north along the centerline of Pennsylvania to the centerline of 40<sup>th</sup> Street; thence west along the centerline of 40<sup>th</sup> Street to the centerline of Meridian Street; thence north to the extension of the north boundary of 4000 N. Meridian Street; thence westerly to the centerline of Illinois Street; thence continuing west along the north boundary of the property known as 150 W. 40<sup>th</sup> Street to the centerline of Capitol Avenue; thence south along the centerline of Capitol Avenue to the centerline of 40<sup>th</sup> Street; thence west along the centerline of 40<sup>th</sup> street to the intersection of the first alley west of Graceland and north along that alley centerline to the north boundary of 4017 N. Boulevard Pl.; thence west along that boundary to the east right of way boundary of Boulevard Pl; thence north along that east boundary to the south boundary line of 4149 Boulevard Pl.; thence east along that boundary to the east boundary of that parcel and north to the north right-of-way boundary of 42<sup>nd</sup> Street; thence west to the west boundary of the intersection of Cornelius; thence east along 42<sup>nd</sup> Street and including 4245 Cornelius, 325, 321 and 317 W. 42<sup>nd</sup> and 4144 Boulevard Pl.; thence south along the west boundary of Boulevard Pl. to the south boundary of 4022 Boulevard Pl.; thence west along that boundary line to the

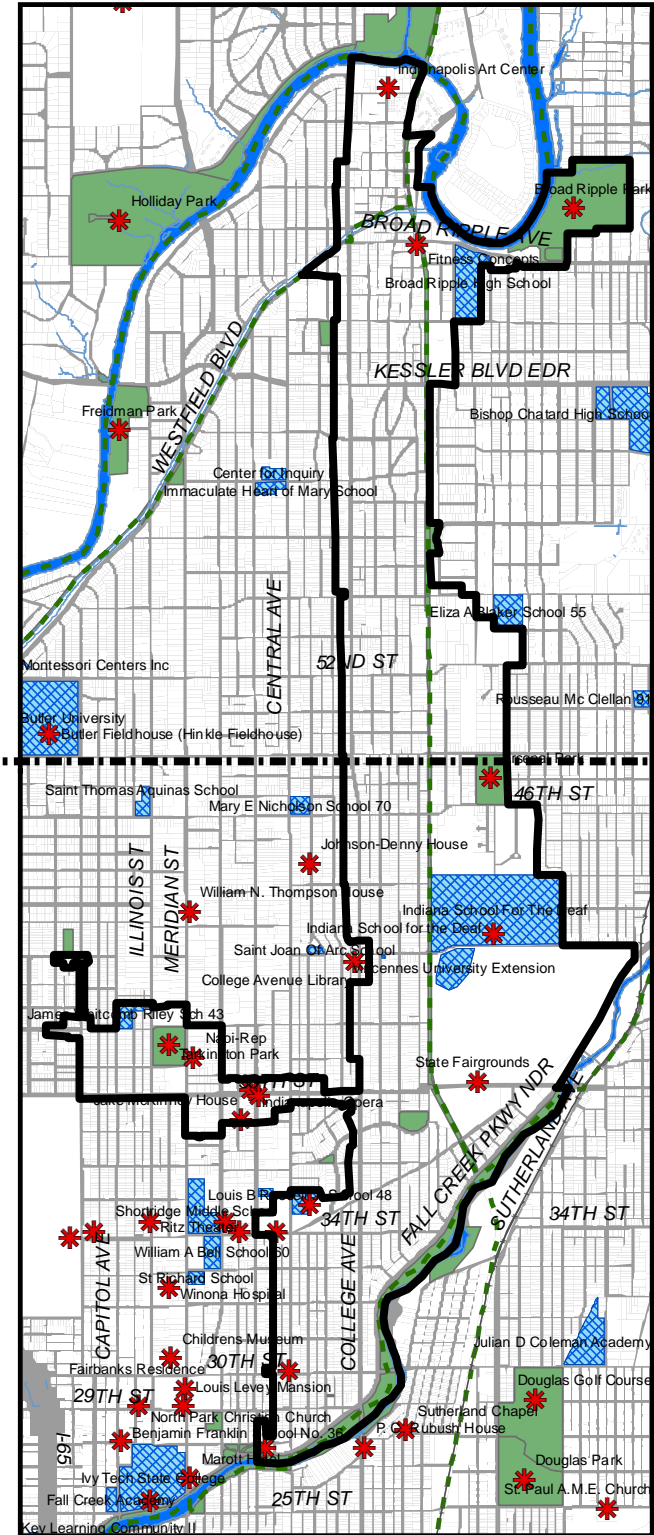
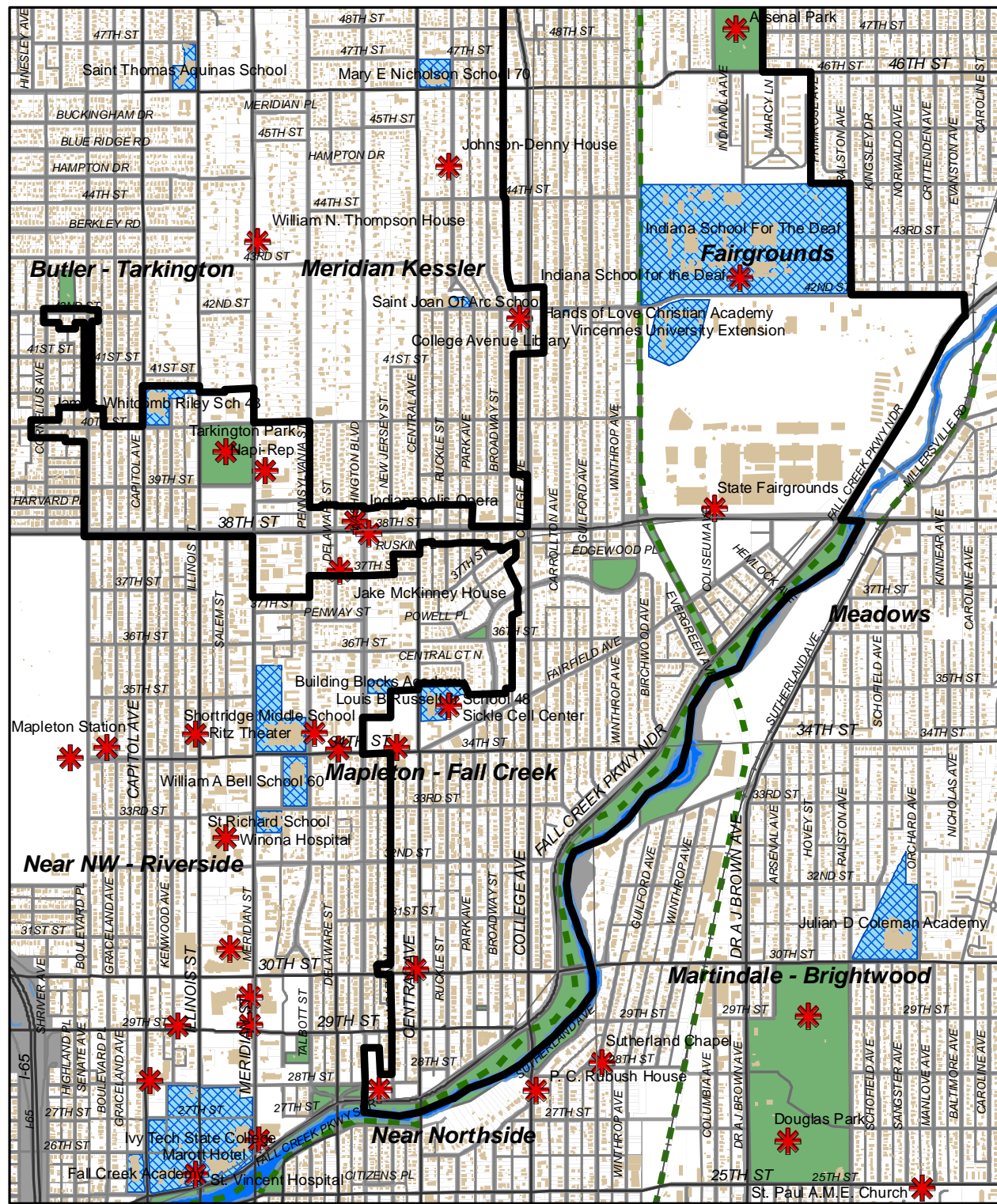
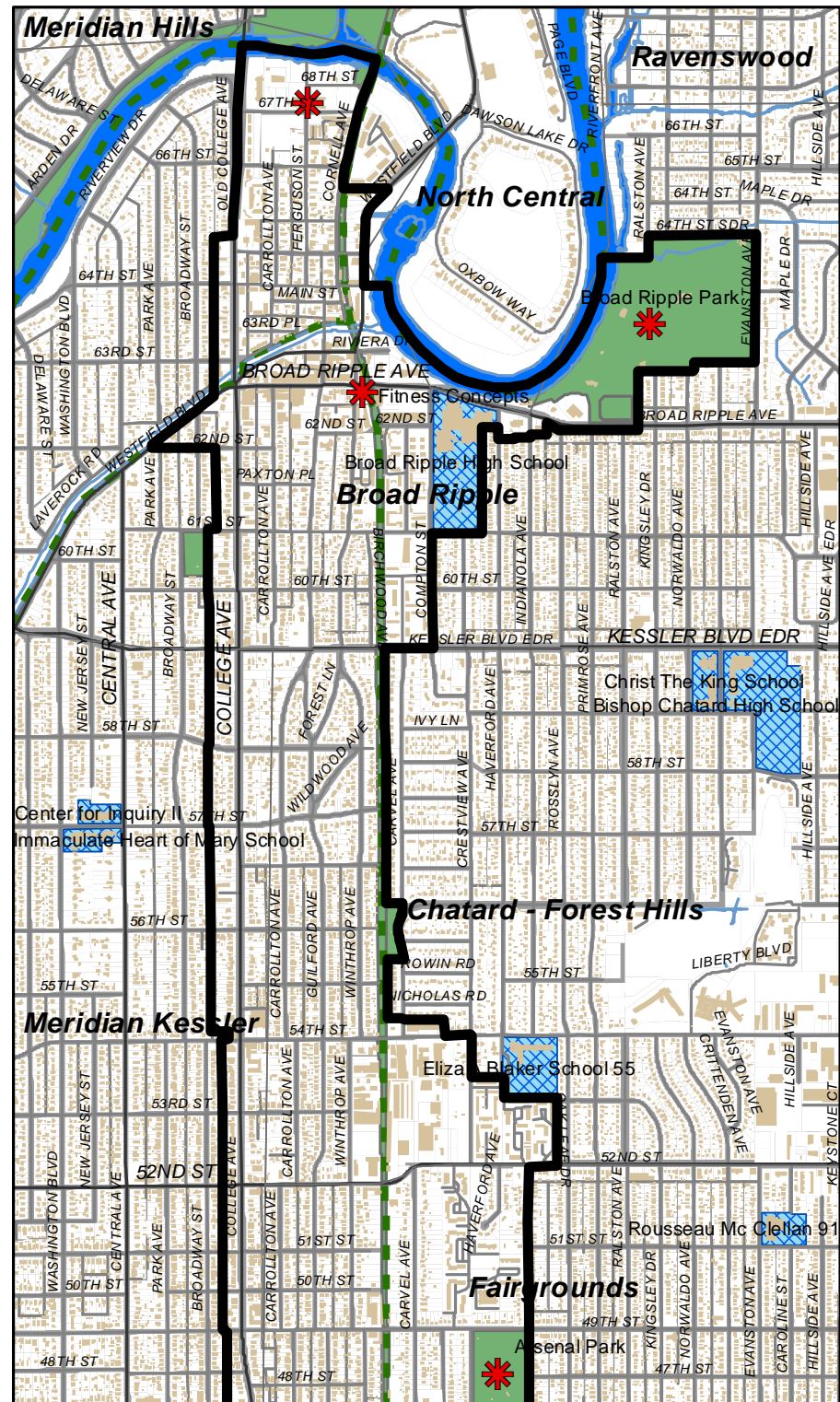
**PROJECT AREA BOUNDARY DESCRIPTION (cont.)**

centerline of the first alley east of Cornelius; thence south along the centerline of said alley to the north boundary line of 334 W. 40<sup>th</sup>; thence west to the centerline of the first alley west of Cornelius; thence south along that centerline to the south boundary of 411 W. 40<sup>th</sup>; thence east along that boundary to the first alley east of Cornelius and taking a 90 degree turn to the first alley south of 40<sup>th</sup> Street; thence east along that alley to the west boundary line of Boulevard Pl.; thence south along the west boundary of Boulevard Pl. to the south boundary line of 38<sup>th</sup> Street; thence east along that boundary line to the centerline of Meridian Street; thence south along the centerline of Meridian Street; thence south along the centerline of Meridian Street to the south property line of 3733 N. Meridian and east along that property line and the south property line of 3720 N. Pennsylvania to the centerline of Pennsylvania; thence north along Pennsylvania to the centerline of 37<sup>th</sup> Street; thence east along 37<sup>th</sup> Street to the centerline of Ruskin Place and following the centerline of Ruskin Place to the centerline of Central; thence easterly including 501 E. 38<sup>th</sup>, 519 E. 38<sup>th</sup>, 3764 Ruckle, 525 E. 38<sup>th</sup>, 541 and 545 E. 38<sup>th</sup>, 3762 N. Park, 605, 617 and 621 E. 38<sup>th</sup>, 3758 and 3760 Broadway, 633 thru 663 E. 38<sup>th</sup>, 3763 Broadway, to the centerline of College Ave. including 3716 thru 3750 N. College and 3680 Watson Road; thence south along the centerline of College Ave. including the parcels east of and adjacent to College Ave. along the centerline of the first alley west of College; thence west along the north boundaries of the properties on the north and adjacent to Fairfield; thence intersecting with the centerline of Central Court South and including 3445 Central; thence west and south following the boundaries of 418 E. 34<sup>th</sup> Street (parcel #1094765) and intersecting with the centerline of 34<sup>th</sup> Street; thence east along the centerline of 34<sup>th</sup> street to the centerline of New Jersey Street; thence south along the centerline of New Jersey to the intersection of 30<sup>th</sup> street and including the properties located at 3006 New Jersey and 342-346 E. 30<sup>th</sup> Street; thence continuing south along the centerline of New Jersey to the north boundary of 318 E. 28<sup>th</sup> Street; thence west along that boundary line to the first alley west of New Jersey Street; thence north along that first alley to the north boundary of 2819 Washington Boulevard; thence south along the centerline of Washington Boulevard to the point of beginning.

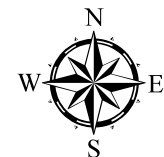
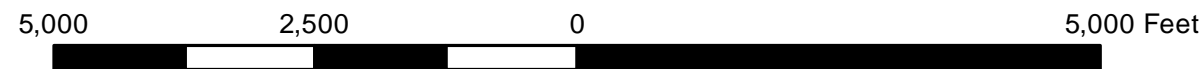
(end of description)

## Boundary Map





# NORTH BOUNDARIES NORTH MIDTOWN ECONOMIC DEVELOPMENT AREA



## BOUNDARY MAP

CITY OF INDIANAPOLIS  
DEPARTMENT OF METROPOLITAN DEVELOPMENT  
DIVISION OF PLANNING

## BACK OF MAP



## **SITE CONTEXT**

Within the Project Area there are several schools, landmarks, historic districts and historic structures.

SCHOOLS	ADDRESS	
Hands of Love Christian Academy	4189 Carrollton Avenue	
James Whitcomb Riley School 43	150 West 40 <sup>th</sup> Street	
Vincennes University Extension	1200 East 42 <sup>nd</sup> Street	
Indiana School For The Deaf	1200 East 42 <sup>nd</sup> Street	
Building Blocks Academy	3515 North Washington Boulevard	
Louis B. Russell Jr. School 48	3445 North Central Avenue	
Broad Ripple High School	1115 Broad Ripple Avenue	
Eliza A. Baker School 55	1349 East 54 <sup>th</sup> Street	
LANDMARKS	ADDRESS	
Tabernacle Presbyterian Church	418 East 34 <sup>th</sup> Street	
Indianapolis Opera	250 East 38 <sup>th</sup> Street	
Arsenal Park	1400 East 46 <sup>th</sup> Street	
State Fairgrounds	1202 East 38 <sup>th</sup> Street	
Napi-Rep	3909 North Meridian Street	
Jake McKinney House	3707 North Delaware Street	
Sickle Cell Center	550 Fairfield Avenue	
Fitness Concepts	1001 Broad Ripple Avenue	
W. E. Mick/Aquilina Building	3004 North Central Avenue	
Indianapolis Art Center	820 East 67 <sup>th</sup> Street	
Center Township Trustee of Marion County	300 East Fall Creek Parkway North Drive	
Indiana School for the Deaf	1200 East 42 <sup>nd</sup> Street	
Ritz-Carlton Apartment Building	317 East 38 <sup>th</sup> Street	
Broad Ripple Park	1500 Broad Ripple Avenue	
Tarkington Park	45 West 40 <sup>th</sup> Street	
HISTORIC DISTRICTS	JURISDICTION	STATUS
Central Court Historic District	National Register (NR)	Eligible
Forest Hills Historic District	NR	Listed
Meridian Park Historic District	NR	Listed
Fall Creek Parkway Historic District	NR	Eligible
Crown Hill Cemetery	NR	Listed
North Meridian Street Apartments Historic District	NR	Listed
North Meridian Street Historic District	NR	Listed
Watson Road Historic District	NR	Eligible



## SITE CONTEXT (cont.)

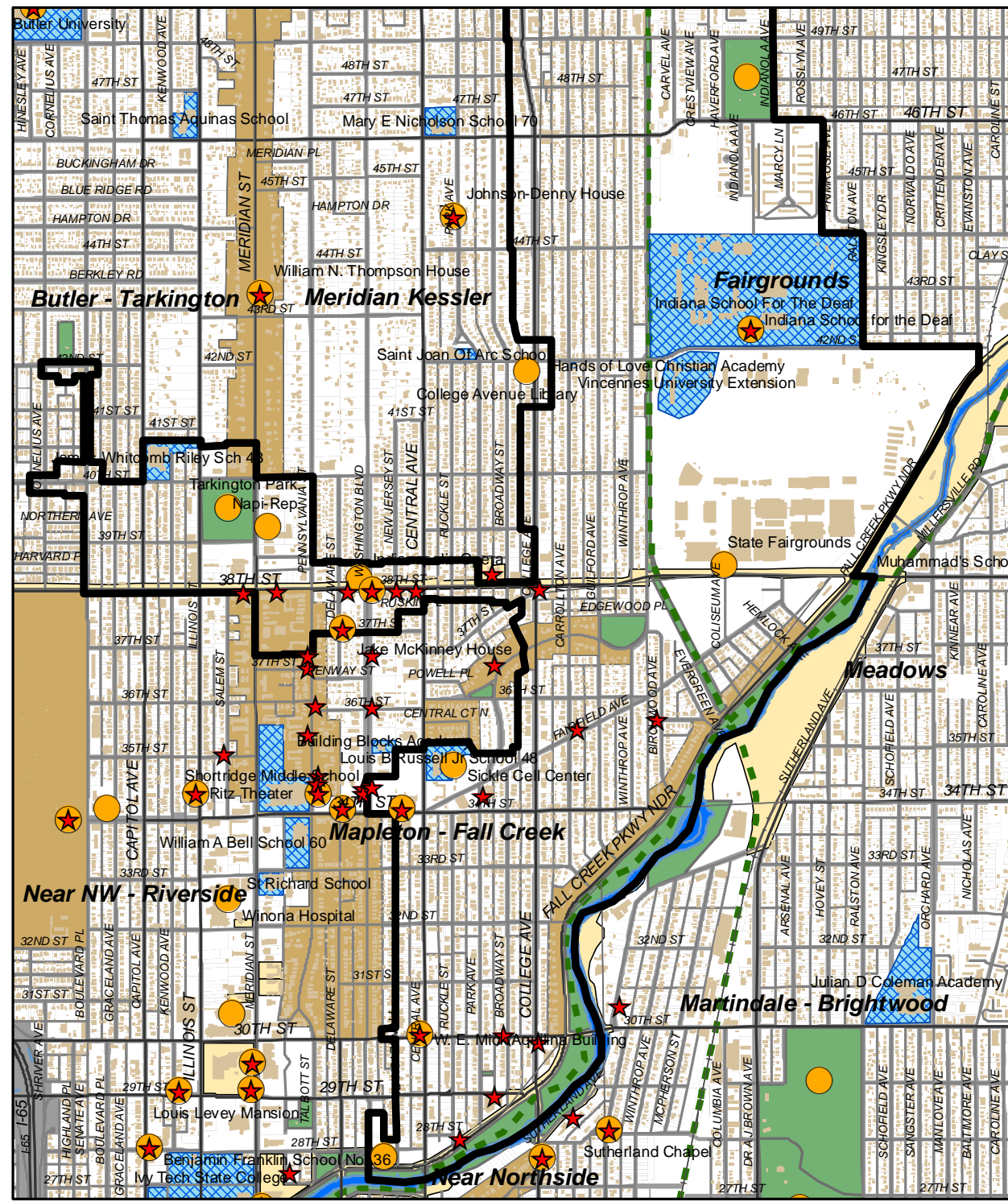
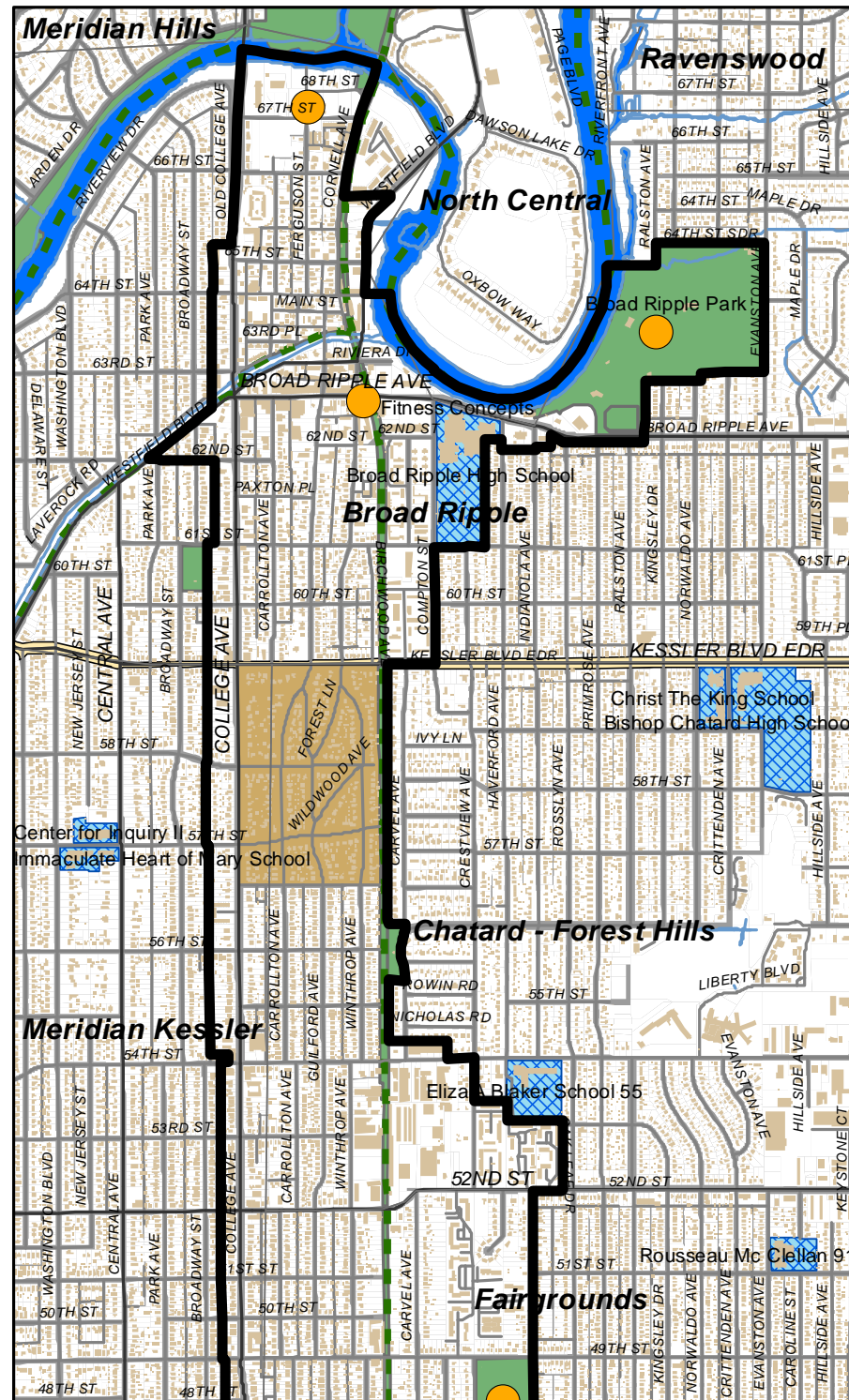
HISTORIC BUILDINGS	ADDRESS	RATING	YEAR_BUILT
House	556 Fall Creek Parkway North Drive	N	c.1910
House	3500 North Birchwood Avenue	N	c.1915
Ma-Co Market	711 East 38 <sup>th</sup> Street	O	1930
Tabernacle Presbyterian Church	418 East 34 <sup>th</sup> Street	O	1921
Commercial Building	830 Fairfield Avenue	N	c.1910
House	3447 Washington Boulevard	O	c.1920
Indiana National Bank Branch	215 East 38 <sup>th</sup> Street	N	1946
Broadway Methodist Episcopal Church	609 East 29 <sup>th</sup> Street	O	1925/1952/1964
W. E. Mick/Aquilina Building	3004 North Central Avenue	N	c.1915
Indiana School for the Deaf	1200 East 42 <sup>nd</sup> Street		1911
Apartment Building	401 East 38 <sup>th</sup> Street	N	c.1915
Merchants National Bank	21 West 38 <sup>th</sup> Street	N	1935
House	3002 North Broadway Street	N	c.1915
Paul C. Stetson School No. 76	703 East 30 <sup>th</sup> Street	N	1924
Gas Station	451 East 38 <sup>th</sup> Street	O	c.1925
Apartment Building	37 East 38 <sup>th</sup> Street	O	c.1910
Our Redeemer Lutheran Church	3421 North Park Avenue	N	1926
Ritz-Carlton Apartment Building	317 East 38 <sup>th</sup> Street	N	c.1910
Jake McKinney House	3707 North Delaware Street	N	c.1925

**INDIVIDUAL HISTORIC RESOURCES:** Changes to the exterior of historic resources shall be reviewed for negative effect to the historic character of the building. Historic resources shall be defined as buildings or areas:

- Listed on the National Register of Historic Places (NRHP) or the Indiana Register of Historic Sites and Structures (individual property or contributing property in a Register District), or
- Listed in the – Indiana Historic Sites and Structures Inventory as notable or outstanding, or
- Determined by the Director of the Department of Metropolitan Development in consultation with the administrator of the Indianapolis Historic Preservation Commission (IHPC) and/or the Indiana State Historic Preservation Office to be potentially eligible for the NRHP.

When reviewing historic resources, Redevelopment staff shall consult with IHPC staff and shall consider the General Principles in the Secretary of the Interior's Standards for Rehabilitation. When considering the general principles of the Secretary of the Interior's Standards, staff may consult the Secretary of the Interior's Guidelines for further detail, but those guidelines are not incorporated in these Redevelopment Guidelines and staff is not required to impose every treatment suggested in them.

## Context Map

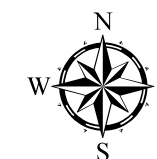


## Legend

- ★ Historic Sites
- Historic Districts
- Historic National Register
- Landmarks
- School Properties
- Greenway
- Parks

# NORTH BOUNDARIES NORTH MIDTOWN ECONOMIC DEVELOPMENT AREA

5,750 2,875 0 5,750 Feet



## SITE CONTEXT

CITY OF INDIANAPOLIS  
DEPARTMENT OF METROPOLITAN DEVELOPMENT  
DIVISION OF PLANNING

# ECONOMIC DEVELOPMENT PLAN FOR NORTH MIDTOWN

## EXISTING CONDITIONS

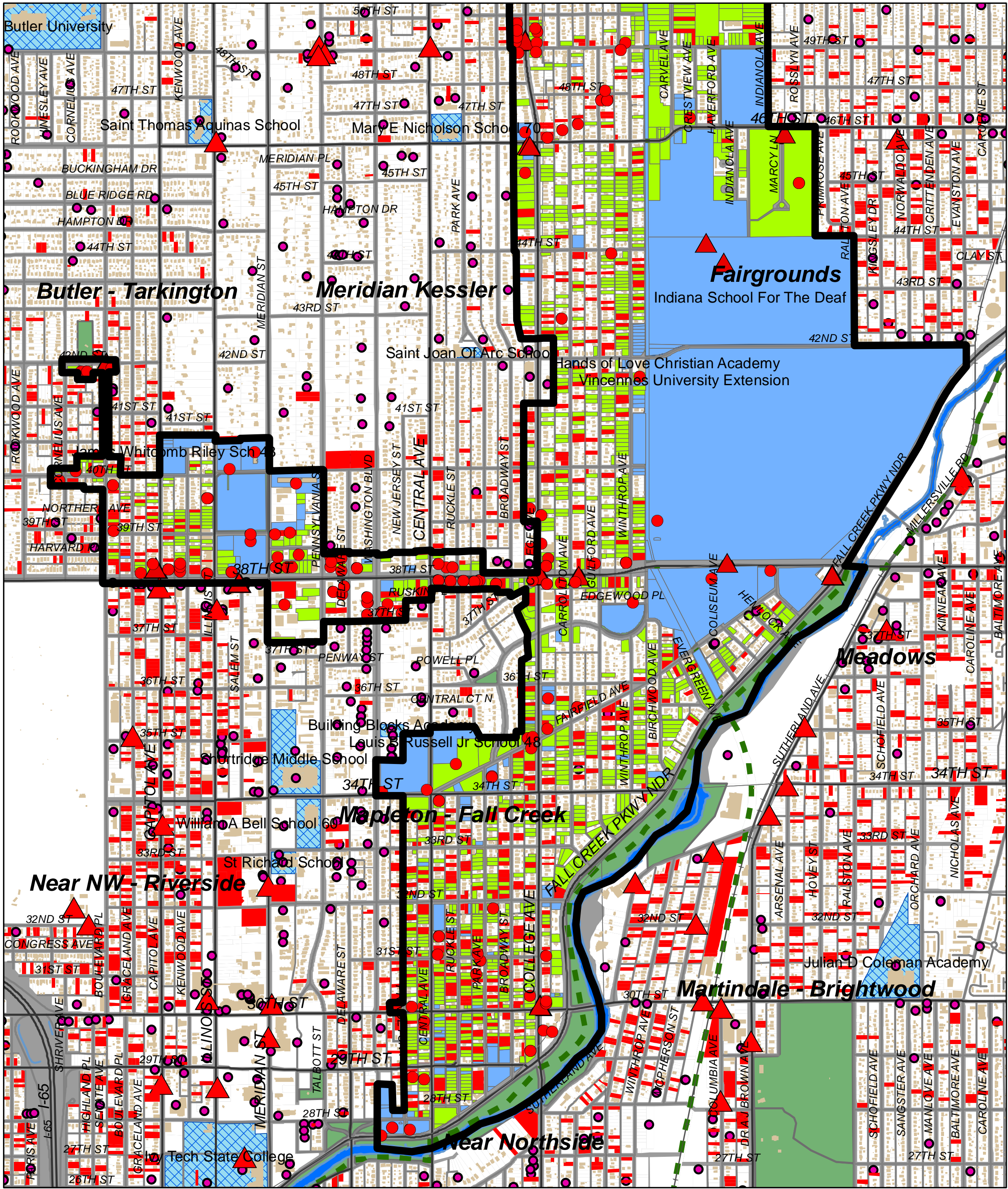
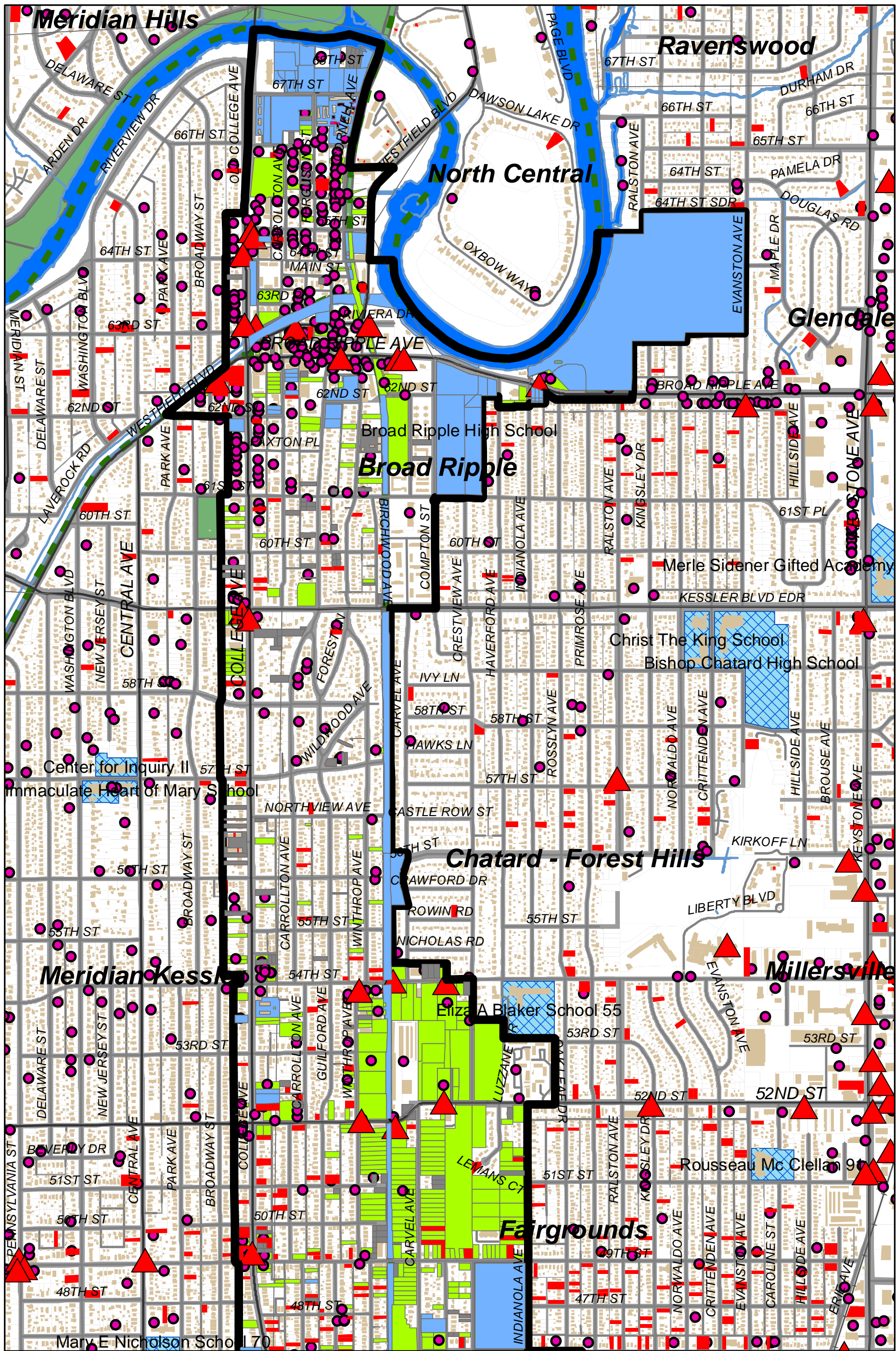
Data from 2010 Census, 2011 US Postal Service Vacancy Survey, 2010 Assessor's Records, IDEM Surveys, and GIS Data Base.

NORTH MIDTOWN ECONOMIC DEVELOPMENT AREA					
NEIGHBORHOOD AREA	COMMUNITY BASED STUDIES AND PRECEDENTS	REDEVELOPMENT SIZE IN PLATTED ACRES	EXISTING TAX BASE	GROSS ASSESSED TAX PER ACRE	COMMERCIAL INDUSTRIAL APARTMENT Gross Assessed Valuation
Meridian Kessler, Butler Tarkington, Mapleton - Fall Creek, Broad Ripple Village, College/Monon Corridor	HARMONI Studies, Mapleton - Fall Creek Plans and MKNA and BTNA Neighborhood Plans.	1504	\$818,600,600	\$544,282	\$286,421,000
VICINITY IMPACT AREA DATA 10 MINUTE WALK = 2000 FT	IMPACT AREA 2010 POPULATION	2010 HOUSING UNITS	VACANT HOUSING UNITS	PERCENT VACANT HOUSING UNITS	IMPACT AREA SIZE IN ACRES
	40,882	23,134	4,163	18.00%	5,941
SITE CONDITIONS DATA	JANUARY 2011 POSTAL VACANCY PROPERTIES	JANUARY 2011 POSTAL VACANCY ACRES	EXISTING VACANT PARCELS	EXISTING VACANT PARCELS ACRES	BROWNFIELD LOCATIONS
	561	79	397	50	35
SITE CONDITIONS DATA	PUBLIC AND NOT-FOR-PROFIT PARCELS	VACANT, PUBLIC, OR CONTAMINATED PARCELS	TOTAL PARCELS IN PROJECT AREA	PERCENT OF VACANT, PUBLIC, OR CONTAMINATED PARCELS	TOTAL ACRES IN PROJECT AREA VACANT, PUBLIC, OR CONTAMINATED
	234	1177	5825	20.21%	1034

Over 40,000 people live within a 10 minute walk of the project area. The area has over 4,000 vacant housing units within the 10 minute walk impact area. Infrastructure improvements and business development projects can improve the tax base and the quality of the communities.

## Site Conditions Map





# Legend

BOUNDARY

## LAND USE

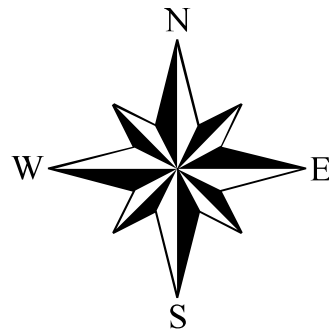
- VACANT:  
397 Parcels= 50 Acres
- PUBLIC OR NOT-FOR-PROFIT:  
234 Parcels = 526 Acres
- PARCELS WITH LOWER ASSESSMENTS  
(Valued at less than \$500,000 per Acre)  
= 1617 Parcels = 364 Acres  
(Public Property not included)
- ZONING VARIANCES:  
592 Cases = 365 Parcels = 405 Acres
- VACANT ADDRESSES :  
(Jan2011\_USPS) = 561 Parcels = 79 Acres
- BROWNFIELDS: 35 Parcels =  
320 Acres (Fair Grounds Included)

## NORTH AREA NORTH MIDTOWN ECONOMIC DEVELOPMENT AREA

## SOUTH AREA

## SITE CONDITIONS

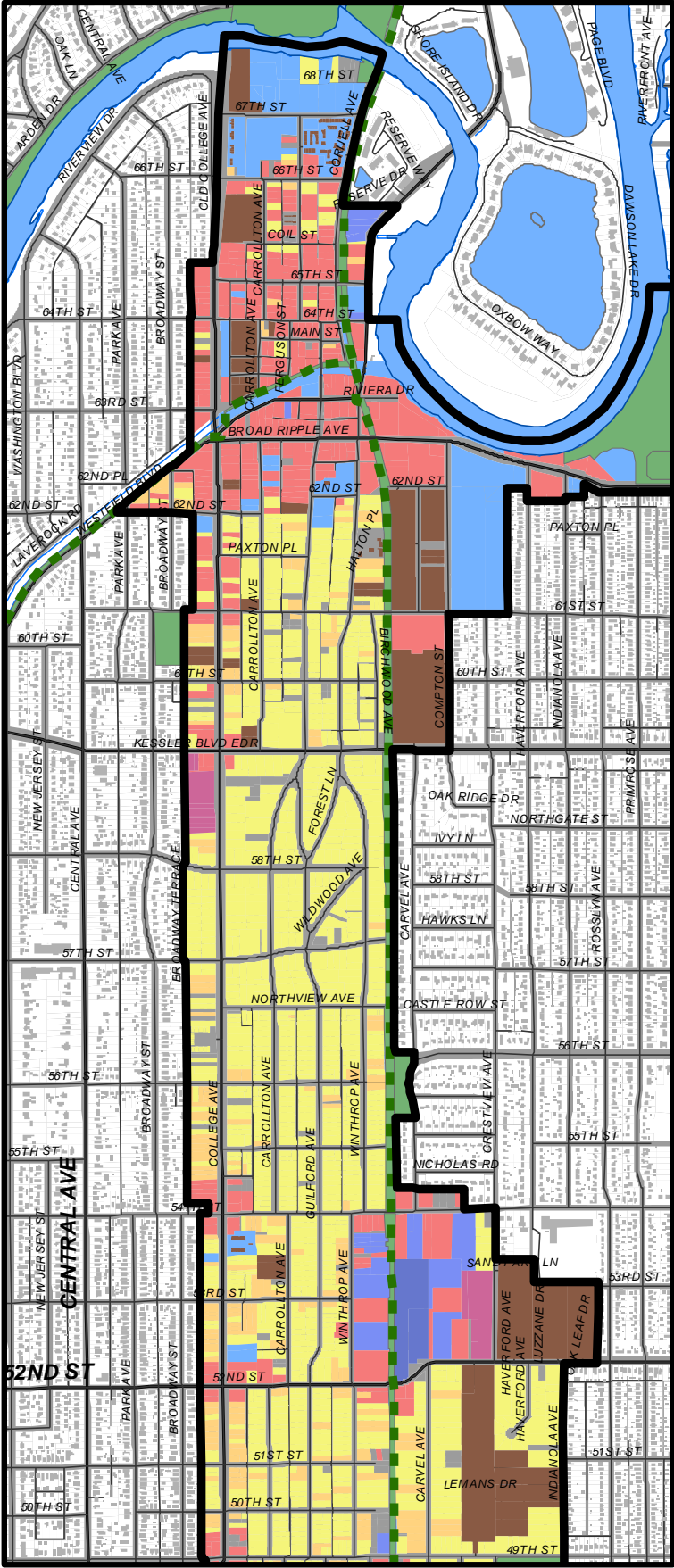
5,300 2,650 0 5,300 Feet



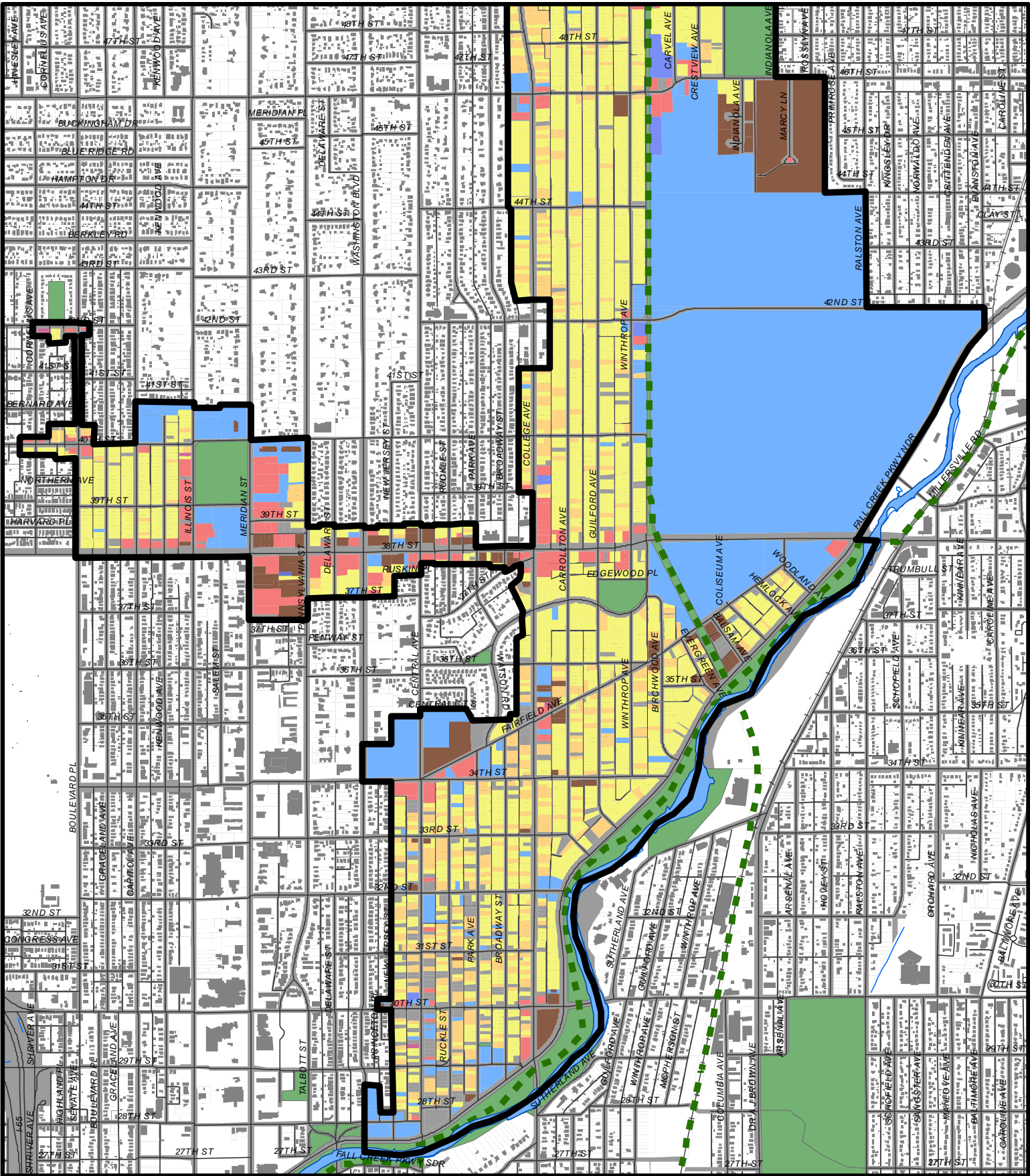
CITY OF INDIANAPOLIS  
DEPARTMENT OF METROPOLITAN DEVELOPMENT  
DIVISION OF PLANNING



## Existing Land Use Map



AREA NORTH OF 49TH STREET SHOWN





AREA SOUTH OF 49TH STREET SHOWN


# NORTH MIDTOWN ECONOMIC DEVELOPMENT AREA

BROAD RIPPLE VILLAGE  
MONON-COLLEGE CORRIDOR  
MAPLE ROAD VILLAGE  
MAPLETON-FALL CREEK  
TOTAL ECONOMIC DEVELOPMENT AREA 1737ACRES  
PLATTED AREAS ..... 1504 ACRES  
RIGHT-OF-WAY ..... 217 ACRES


**Legend**

 North\_Midtown\_082911\_Boundary\_01


 CCGIS.Greenway


 CCGIS.Parks


**MIDTOWN\_AUGUST\_PCL\_01Export\_Output**


 <all other values>


**ELU\_NAME**


 COM\_AUTO\_RELATED


 COM\_ENTERTAINMENT


 COM\_HOSPITAL


 COM\_OFFICE


 COM\_OTHER


 COM\_PARKING


 COM\_RESTAURANT


 COM\_RETAIL


 INDUSTRIAL


 IND\_UTILITY


 LIGHT\_INDUSTRIAL


 PUB\_NOT-FOR-PROFIT


 PUB\_NO\_TAX


 PUB\_OTHER


 PUB\_SCHOOL


 RES\_ONE


 RES\_APARTMENTS


 RES\_CONDO


 RES\_OTHER

 RES\_THREE

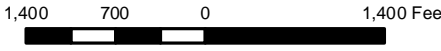
 RES\_TWO

 VAC\_COM

 VAC\_IND

 VAC\_RES

## EXISTING LAND USE



CITY OF INDIANAPOLIS  
DEPARTMENT OF METROPOLITAN DEVELOPMENT  
DIVISION OF PLANNING







42<sup>nd</sup> Street and Boulevard Place



49<sup>th</sup> Street and College Avenue



North/South Alley east of College Avenue between the Central Canal and 64<sup>th</sup> Street



Fairfield Avenue and College Avenue





Non-ADA Compliant



46<sup>th</sup> Street and College Avenue

## **Land Use Plan Description**

The Land Use Plan for the Economic Development Area is the same as the adopted Comprehensive Plan Segments for the:

- 38<sup>th</sup> Street Corridor Plan - October 16, 1985
- Broad Ripple Village Plan - May 7, 1997
- Butler-Tarkington Neighborhood Plan - December 4, 1985
- Center Township Comprehensive Plan - September 21, 2005
- Keystone-Kessler Neighborhood Plan - November 20, 1985
- Mapleton-Fall Creek Housing Improvement and Neighborhood Plan - December 18, 1991
- Meridian-Kessler Subarea Plan - January 17, 1979
- Meridian Street Preservation Area Plan - September 1, 2004
- North Meridian Corridor - Section Six Plan - November 5, 1986
- Washington Township Comprehensive Plan - October 5, 2005

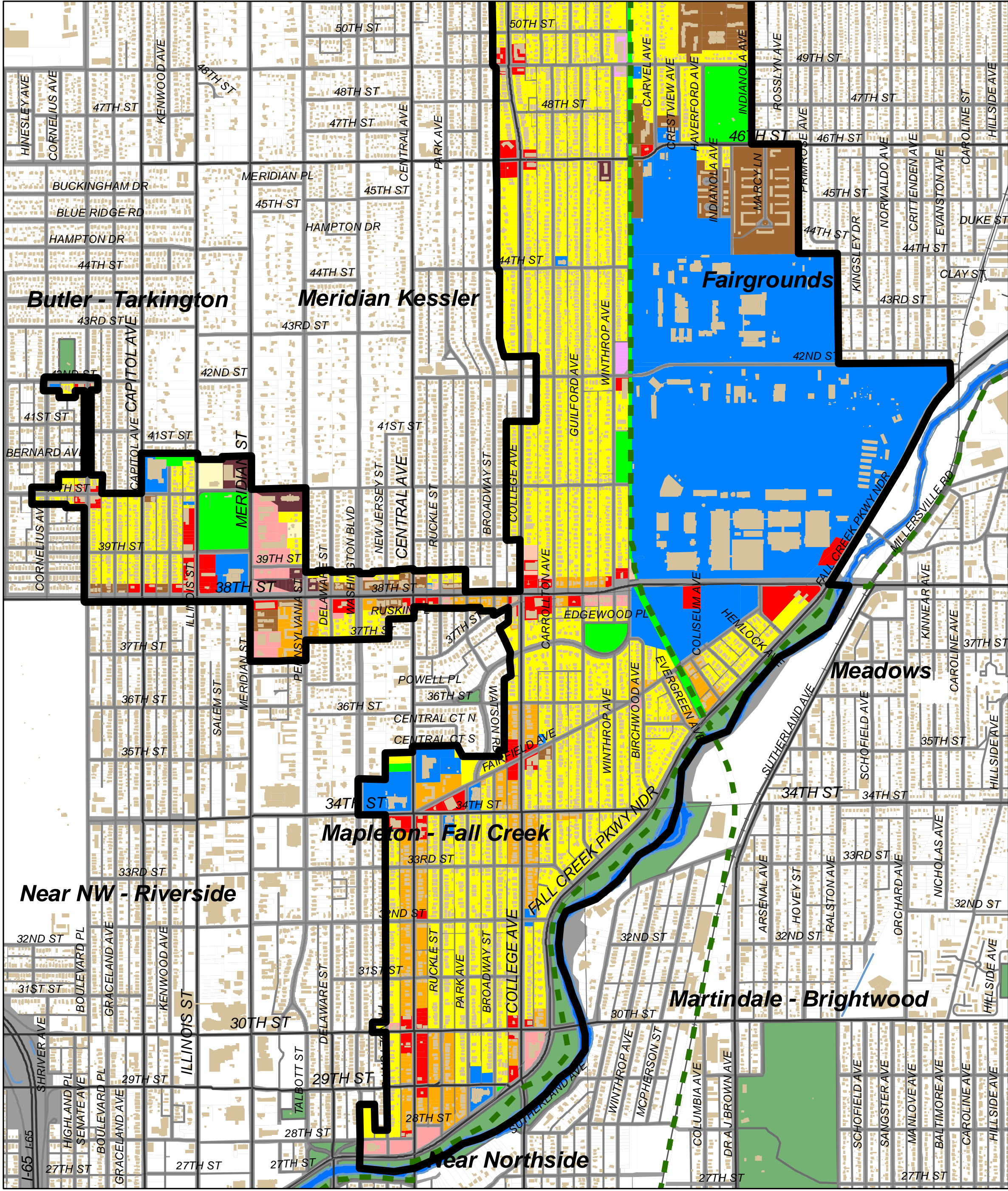
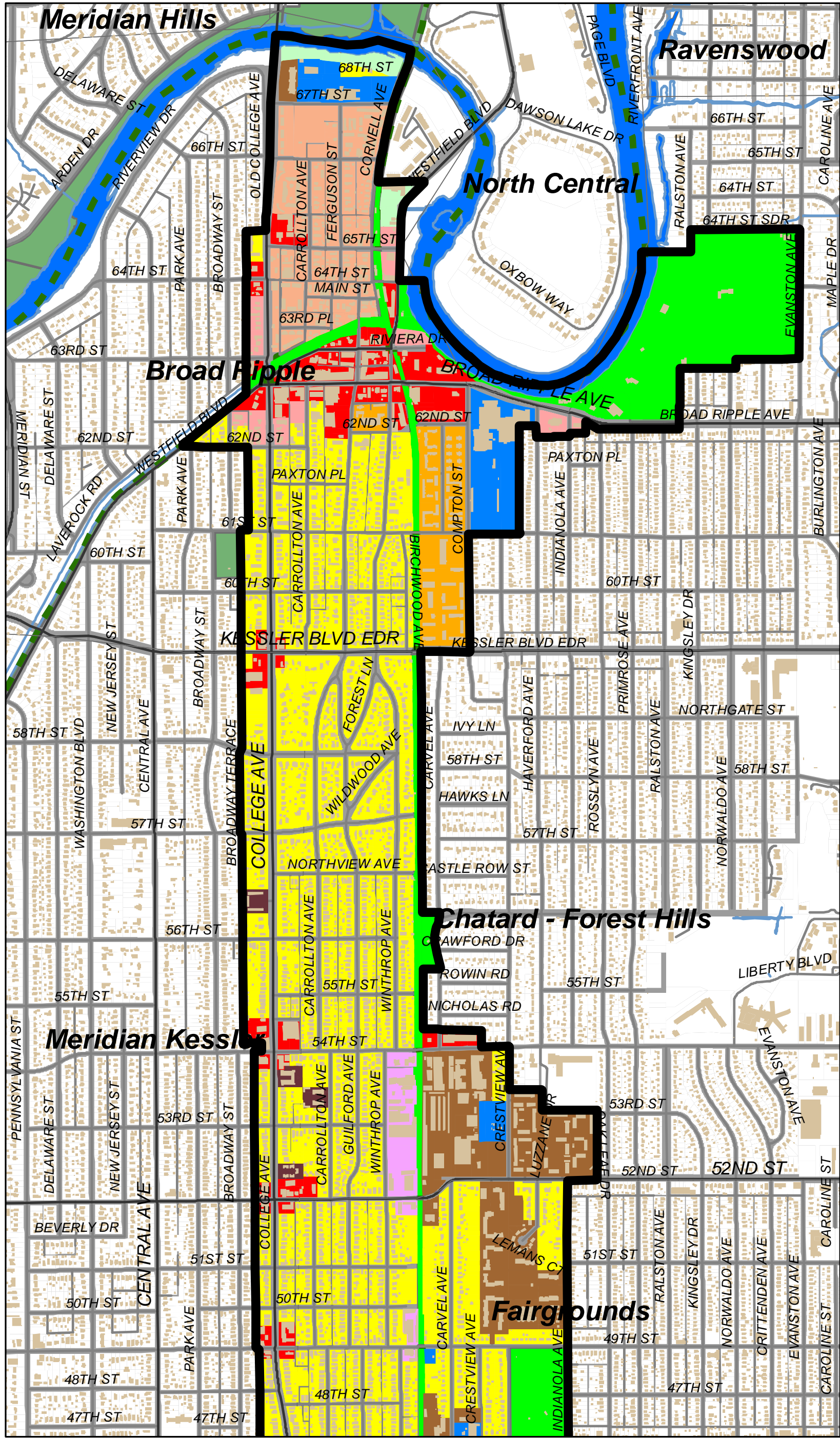
See the Economic Development Land Use Plan Map on the following page.



**LAND USE PLAN**

**INSERT**



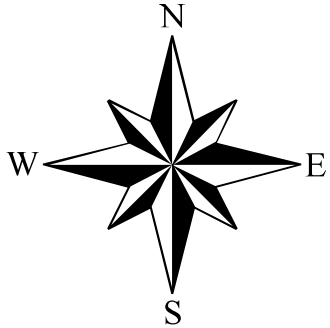
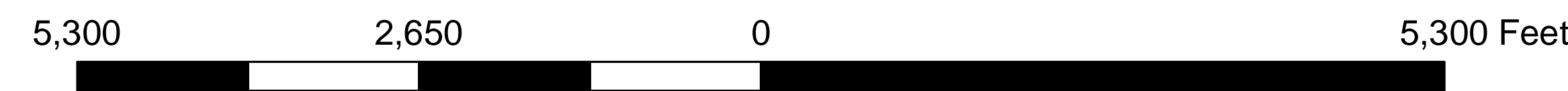


NORTH AREA

SOUTH AREA

# NORTH MIDTOWN ECONOMIC DEVELOPMENT AREA

# SUBAREA LAND USE



CITY OF INDIANAPOLIS  
DEPARTMENT OF METROPOLITAN DEVELOPMENT  
DIVISION OF PLANNING



# ECONOMIC DEVELOPMENT PLAN FOR NORTH MIDTOWN

## PROJECT SUMMARY AND BUDGET:

The North Midtown Economic Development Area is approximately five miles in length. The Corridor runs from the White River on the north to Fall Creek on the south. The Indianapolis Public Transportation Corporation provides bus service in the corridor.

NORTH MIDTOWN ECONOMIC DEVELOPMENT AREA					
NEIGHBORHOOD AREA	COMMUNITY BASED STUDIES AND PRECEDENTS	REDEVELOPMENT SIZE IN PLATTED ACRES	EXISTING TAX BASE	GROSS ASSESSED TAX PER ACRE	COMMERCIAL INDUSTRIAL APARTMENT Gross Assessed Valuation
Meridian Kessler, Butler Tarkington, Mapleton - Fall Creek, Broad Ripple Village, College/Monon Corridor	HARMONI Studies, Mapleton - Fall Creek Plans and MKNA and BTNA Neighborhood Plans.	1504	\$818,600,600	\$544,282	\$286,421,000
VICINITY IMPACT AREA DATA 10 MINUTE WALK = 2000 FT	IMPACT AREA 2010 POPULATION	2010 HOUSING UNITS	VACANT HOUSING UNITS	PERCENT VACANT HOUSING UNITS	IMPACT AREA SIZE IN ACRES
	40,882	23,134	4,163	18.00%	5,941
SITE CONDITIONS DATA	JANUARY 2011 POSTAL VACANCY PROPERTIES	JANUARY 2011 POSTAL VACANCY ACRES	EXISTING VACANT PARCELS	EXISTING VACANT PARCELS ACRES	BROWNFIELD LOCATIONS
	561	79	397	50	35
SITE CONDITIONS DATA	PUBLIC AND NOT-FOR-PROFIT PARCELS	VACANT, PUBLIC, OR CONTAMINATED PARCELS	TOTAL PARCELS IN PROJECT AREA	PERCENT OF VACANT, PUBLIC, OR CONTAMINATED PARCELS	TOTAL ACRES IN PROJECT AREA VACANT, PUBLIC, OR CONTAMINATED
	234	1177	5825	20.21%	1034

PROJECT ACTIVITIES				TIMING	BUDGET
	Infrastructure improvements supporting Development, Job Retention and Job Creation.				\$12,000,000
	Infrastructure Improvements Corridor Landscaping, Lighting, Curbs, Sidewalks, Parking and Bus Shelters. Greenway and recreation improvements.				\$24,000,000
	Commercial and Neighborhood Services Development				\$12,000,000

**PROJECT SUMMARY AND BUDGET (cont.):**

Approximately 2089 people board or alight in the Project Area each weekday. The total area contained within the boundaries is 1731 acres. Over 40,882 people live within a 10 minute walk of the Project Area. This area has one of the highest tax densities in Marion County. The tax base per acre is 220% of the average.

Reinvestment in the Project Area has been positive and the momentum that has developed needs to be supported with improved infrastructure. Broad Ripple Village is at the north of the Monon-College Corridor and Fall Creek Place at the south. This relationship provides strong anchors that can serve as precedents for reinvestment.

**EXAMPLE OF POTENTIAL REINVESTMENT:** The long term reinvestment in the Corridor could add as much value as \$9,830,880 if the vacant land in the Project Area were developed at the average assessed value of the Project Area or \$27,214,000.

# IMPLEMENTATION POLICY

## 1. COMPREHENSIVE PLAN POLICY

The recommendations in this Redevelopment Plan are consistent with the Indianapolis-Marion County Comprehensive Plan (*Indianapolis Insight – The Comprehensive Plan for Indianapolis-Marion County: Community Values Component* adopted by the Metropolitan Development Commission February 20, 2002). The following recommendations are excerpted from the Comprehensive Plan. They establish policies that are relative to the documentation and designation of Redevelopment Areas and Economic Development Areas.

**Redevelopment Issues Committee Report** (August 2001): *As cities age, certain areas become blighted, stagnant and deteriorated. When it is recognized that the ordinary operations of private enterprise are not stemming or reversing blighted conditions, cities may exercise their powers of clearance, replanning and redevelopment.*

*Traditionally cities have focused their redevelopment efforts in older areas of the central city where regulatory controls alone cannot remedy the situation. Other types of redevelopment activities are emerging outside the central city. Older industrial sites may need to be reassembled into more marketable sizes and shapes. Early versions of shopping centers may now be functionally obsolete and require public support to make the transition to new uses. Certain public and institutional sites periodically become outdated and surplus. Many redevelopment sites must be provided with more modern infrastructure and land use controls to successfully accommodate new uses in their neighborhood setting.*

*The City of Indianapolis must plan for continued redevelopment activities to attract new businesses and encourage existing businesses to remain, increase employment opportunities, protect and increase the tax base and encourage overall economic growth. Such efforts must be consistent with an overall Comprehensive Plan. The City is empowered to undertake such activities within its comprehensive planning program.*

**Indianapolis Insight Community Values Component:**

### Chapter 6 Land Use

- *Incorporate a mix of uses where applicable, in the planning, design, development, and/or redevelopment of neighborhoods, support multi-accessible amenities such as neighborhood shopping, schools, libraries, parks and quality employment (Page 71).*
- *Land Use Recommendations: Encourage brownfield redevelopment through the development and implementation of financial incentives to address barriers to redevelopment (Page 72).*
- *Continue to redevelop blighted and deteriorating areas proactively and in partnerships among the City, local non-profit developers, neighborhood associations, community centers and for-profit developers (Page 75).*
- *Provide flexible zoning districts and procedures to attract new uses for obsolete structures and sites. Consider a planned unit development approach for the special needs of redevelopment projects (Page 75).*
- *Return relatively new but, large vacant or under-used structures and the land they sit on to productive use and the generation of tax revenues. These areas are often called greyfields. They are frequently large retail spaces fronted by large “fields” of gray asphalt parking lots (Page 75).*
- *Preserve the city’s stock of affordable housing; existing housing for the elderly and special needs persons is frequently convenient to relevant personal services and should be preserved as such (Page 76).*
- *Look for rational boundaries inside which non-residential land uses have room to grow. Do not sacrifice stable residential areas (Page 80).*

## **1. COMPREHENSIVE PLAN POLICY (cont.)**

### **Chapter 7 Development Methods**

- *Revise policies regarding targets of incentives to include all older suburban areas, not just those within the pre-Unigov corporate limits (Page 93).*
- *Make maximum use of public transit and alternative modes of transportation in redevelopment plans. Coordinate site planning to increase the convenience of transit riders, bicyclists and pedestrians (Page 93).*
- *Using neighborhood plans, corridor plans and plans for historic districts, identify properties that are vacant, obsolete or substandard and can be eligible for tax abatement or other incentives (Page 93).*

### **Chapter 8 Supporting Issues**

- *Establish effective tools to strengthen existing housing, retailing, commercial uses, industries, and cultural facilities within redevelopment areas and to encourage new investment in those areas experiencing disinvestment. Refine existing city codes and procedures to make efficient use of public, private for-profit and non-profit resources for redevelopment (Page 97).*
- *Promote the use of brownfields through subsidizing new or updating existing infrastructure. Rezone brownfield sites to more flexible/favorable districts as appropriate as a method to hasten re-use (Page 98).*
- *Develop a "tool kit" of city resources and contacts to assist brownfield redevelopment (Page 101).*
- *Increase City's capacity to aid private property owners in finding new uses for brownfield sites; establish a city "ombudsman" for brownfield affected sites (Page 102).*
- *Coordinate the city's mass transit services and other modes of transportation to complement redevelopment plans (Page 103).*
- *Create and support a countywide entity to support mixed use redevelopment activities (Page 106).*
- *Create a task force to explore the reasons that property owners do not reinvest in their properties. Examine the different ways to encourage investment such as information campaign, low interest loans, grants, and tax incentives as well as other means (Page 111).*
- *Support opportunities for residents to engage in neighborhood level planning in identifying assets and services important to that neighborhood. Link neighborhood residents to these assets through intensive coordination and promotion of existing resources (Page 111).*
- *Consider a hierarchy of City redevelopment incentives, based on the scope of the project, impact on the neighborhood and extent of community participation (Page 111).*
- *Keep or expand programs such as retail tax abatement and façade improvements assistance (Page 112).*
- *Advance the retention and expansion of existing employers who need additional land area around their facilities (Page 112).*
- *Encourage business start-ups and locally owned businesses in redevelopment projects (Page 112).*
- *Recruit neighborhood residents to fill construction jobs and new permanent jobs that are generated from redevelopment activities. Coordinate redevelopment with employment and training programs (Page 112).*
- *Use geographic information systems (GIS) to look for indicators of blight in order to identify likely "redevelopment" areas. It is also possible to track indicators of positive change and analyze if land use and zoning policies are having the desired effects (Page 112).*
- *Use GIS to better identify active redevelopment areas, indexed with the pertinent city agencies, neighborhood based organizations, Economic Improvement Districts (EIDs) and other adopted plans for the areas (Page 112).*
- *Refine City and County land disposal procedures to encourage redevelopment of the buildings and sites. Index properties to adopted city redevelopment and neighborhood improvement plans. Notify CDCs and neighborhood organizations of available properties (Page 113).*



## **1. COMPREHENSIVE PLAN POLICY (cont.)**

- *Include libraries, cultural institutions, parks and recreation and education providers in redevelopment planning (Page 113).*
- *Convene the leaders of neighborhood organizations and districts representing older suburban areas to coordinate revitalization and economic development efforts, including the identification of sources of funding for redevelopment and incentive procurement (Page 113).*
- *Use incentives to encourage infill developments by the private sector in neighborhoods experiencing disinvestment (Page 113).*
- *Create strategies for the application of tax incentives for redevelopment that are competitive with those for new development (Page 114).*
- *Prioritize city infrastructure improvements to make redevelopment sites and their environs more attractive and competitive (Page 114).*
- *Develop stabilization plans for neighborhoods that are experiencing disinvestment. Prioritize DMD's neighborhood planning services based on need and the availability of support systems such as CDCs to assist in the revitalization or an anchor reinvesting in the area (Page 114).*

(End of excerpt from Comprehensive Plan)

## 2. PRIMARY TRANSPORTATION CORRIDORS

The proposals of the report *Indianapolis Regional Center & Metropolitan Planning Area Multi-Modal Corridor and Public Space Design Guidelines* (August, 2008) (see: [http://www.indympo.org/Plans/Documents/MM\\_DesignGuidelines.pdf](http://www.indympo.org/Plans/Documents/MM_DesignGuidelines.pdf)) have been used to establish the scope and quality of public right-of-way work recommended in this Redevelopment Plan. It is understood that individual site circumstances and system designations vary and that implementation activities will need to respond to those constraints. The following are excerpted from the *Indianapolis Regional Center & Metropolitan Planning Area Multi-Modal Corridor and Public Space Design Guidelines*:

These Design Guidelines establish a common family of elements to assist the Indianapolis Regional Center and Metropolitan Planning Area in becoming a regional network of diverse, walkable, bikeable, and transit-friendly communities. It is envisioned that these communities will be linked by a comprehensive multi-modal transportation system that provides access to home, work, education, commerce, and recreation.

This vision recognizes the importance of balance among all transportation modes, connects transportation and land use, and understands that economic and community development is sustained by the region's quality of life and environmental health.

The needs of pedestrians, bicyclists, transit users, and automobile operators are valued equally.

Providing transportation choice will enhance both the function and aesthetics of the region's land uses and transportation system.



(Concept sketch showing the possible treatment of a multi-modal corridor  
Source: *Indianapolis Regional Center & Metropolitan Planning Area Multi-Modal Corridor and Public Space Design Guidelines*)

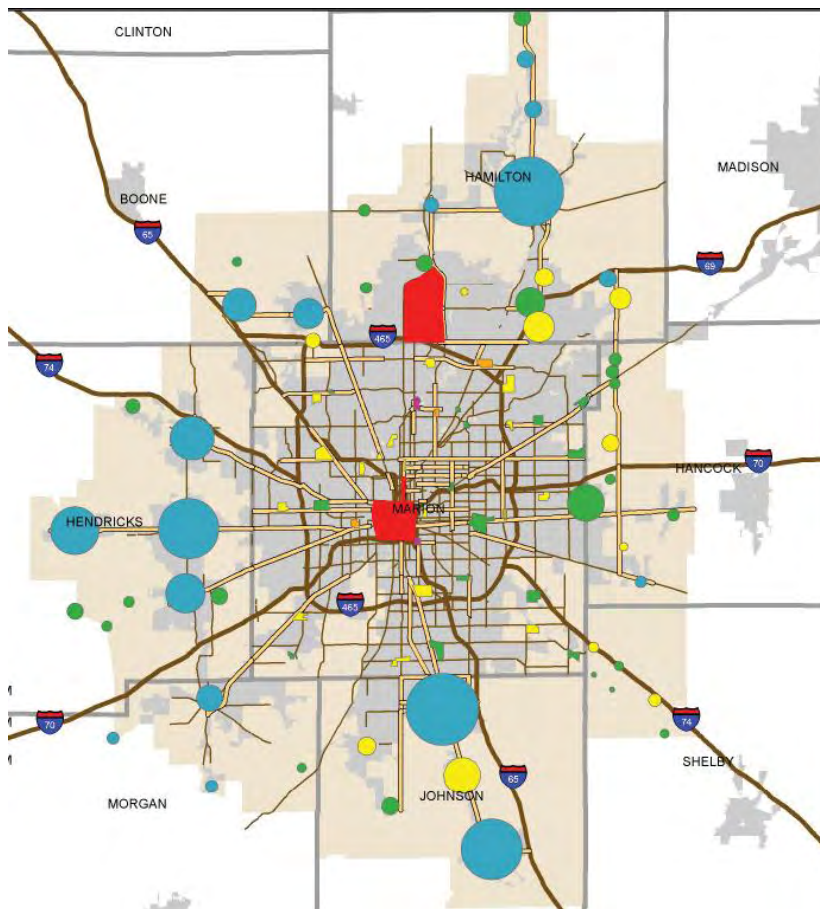
## 2. PRIMARY TRANSPORTATION CORRIDORS (cont.)

### BASIC CONCEPTS OF MULTI-MODAL CORRIDORS AND DISTRICTS:

The Guidelines are organized around Multi-Modal Districts and Corridors. These districts and corridor guidelines:

- Are identified based on land use character and transportation function.
- Explain connectivity requirements for a balanced transportation system.
- Leverage transportation infrastructure to concentrate land use intensity and economic development opportunities.

Districts are walkable and highly connected places. Nodes are hubs of intense activity and the most accessible place for people, goods, jobs, and services. A transit hub, parking resources, and land use intensity are keys to district node success. Corridors define the center and edges of districts. Placemaking Corridors support intense commercial and residential nodes at the center of the district with many people and modes converging on traffic-calmed streets. Through Corridors form district edges and connect districts. Connector Corridors convey travelers from district edge to district center. Local corridors provide connectivity within the district.



(Proposed multi-modal districts and corridors  
Source: *Indianapolis Regional Center & Metropolitan Planning Area Multi-Modal Corridor and Public Space Design Guidelines*)

(End of excerpt from *Indianapolis Regional Center & Metropolitan Planning Area Multi-Modal Corridor and Public Space Design Guidelines*)

### **3. DEVELOPMENT GUIDELINES**

All economic development activities that are located within any project area(s) that require public funding, or public improvements shall be reviewed for consistency with the following guidelines. These Guidelines also should be considered by any petitioners requesting rezonings, variances, or approvals within the area.

#### **3-1. CONSISTENCY WITH ADOPTED PLANS**

Proposed development also shall be consistent with the Marion County Thoroughfare Plan and the Indianapolis Marion County Park, Recreation and Open Space Plan. The policy recommendations of the Comprehensive Plan also shall be used to guide new development proposals.

#### **3-2. BOUNDARIES & EDGES**

The mixed-use nature of many corridors sometimes produces incompatible land use neighbors, and the incompatible elements should be minimized. See the primary zoning district requirements for transitional yards and setbacks.

- Buffers consisting of berms, evergreens, and/or walls should be constructed in cases where residential development or campus development is adjacent to industrial development, railroads, or Interstates and as the right-of-way or site permits.
- Development adjacent to, or near, low-density residential development is to be designed to minimize traffic congestion on local streets, noise, glare, and other negative impacts.
- Only deciduous trees are permitted to be planted in the Public Sphere (typically the public right-of-way) or adjacent to the Pedestrian Way (area where pedestrians travel, typically the public sidewalk).

#### **3-3. GATEWAYS**

Gateways create a sense of arrival at a place. They can be (1) transitional corridors such as the College Avenue corridor linking the downtown and the adjacent neighborhoods, (2) a physical element marking a point of transition between districts, such as the Interstate or railroad underpasses, or the 3) the sequence of views leading to a destination

- Existing physical elements in the public sphere, such as bridges and underpasses, are to be designed to be safe for pedestrians, bicycles and vehicles.
- The design of bridges, underpasses, and other gateways should incorporate unique lighting, painting, graphics and materials.
- All gateway projects that are proposed by “grassroots” initiatives will be reviewed for contextual relationships, durability, and cultural relevance to the area.

#### **3-4. PUBLIC ART**

Art should be an integral part of infrastructure improvements and new construction. Interactive art, fountains, paving, landscaping, graphics, lighting, and sculpture can communicate our culture’s values and create a more vital environment. Art (for the purposes of these guidelines) is defined as original works created by an individual or team that is experienced in their discipline. The following disciplines are included as having the potential for producing original creative works: (1) Artists - visual arts, performing arts and literary arts, (2) Craftsmen - glass, metal, weaving, quilting, pottery, etc., or (3) Design professionals - architecture, landscapes, interiors, engineers, etc. In general, art is a creative expression by an individual or design team that also ultimately controls the aesthetic outcome.

- Support for the arts is recommended to be integrated into the design of every new public and new commercial project with a floor area over 50,000 square feet in size or having a construction cost of over \$1,000,000.

- Public Art is recommended to be integrated with all new public institution and government construction projects greater than \$1,000,000 in value. Public Art is art that is located on public property and/or integrated with public construction projects. Public Art can include all forms of original works of art, exterior or interior, which are accessible to the public during normal hours of operation. The Arts Council of Indianapolis' Public Art Advisory Group (or its successor) will be solicited for comment and advice regarding acquisition, disposition and/or commissioning of Public Art.
- All permanent installations of art located in the Public Sphere or Quasi-Public Sphere (typically the area of a development that is available for access by the general public) shall be constructed of durable materials, not interfere with public safety, and be free of advertising. The installation shall provide access for as many individuals as possible (the provision of access for the mobility, hearing, and vision impaired is encouraged), consider public safety and liability issues, consider vehicular and pedestrian traffic patterns, consider the relationship to architectural and natural features, landscape design, environmental impact, and future plans for the area. Art should promote interaction and communication among people who use a Pedestrian Activity Zone (an area for public gathering in both the public and quasi-public spheres) and the Landscape/Plaza Zone (typically the area of a development used as lawn, plaza, park, or recreation area). Interaction can be by means of touch, movement and play that offer different day and night experiences. The social context and other uses of the space including existing artwork within the proposed site vicinity shall be taken into consideration. Art should also reflect the unique character, heritage, and place of the Indianapolis region. Petitioners are encouraged to develop a long-term maintenance program for all permanent installations. Also see the Sign Ordinance for definitions and regulations related to signs.
- All temporary installations of art shall not interfere with public safety and be free of advertising. Petitioners are encouraged to develop a long-term maintenance program for any such installation that uses recurring temporary or non-durable elements (such as flags or banners).
- Large scale installations of landscaping (environmental art), urban graphics, or art consisting of dispersed components are encouraged. Projects will be reviewed for compatibility with these guidelines. The Arts Council's Public Art Advisory Group (or its successor) will be solicited for comment and advice regarding acquisition, disposition, and/or commissioning of Public Art. This group has been established as was recommended in the Indianapolis Public Art Master Plan.

### **3-5. HISTORIC DISTRICTS**

Development in a National Register of Historic Places (NRHP) or locally protected Indianapolis Historic Preservation Commission (IHPC) historic district should be contextually sensitive.

Districts can be nominated and placed on the NRHP independent of local review. Districts can also be locally designated by the IHPC which is a unit of local government that has review and approval authority. Development in an historic district locally designated by the IHPC requires a Certificate of Appropriateness from the IHPC. Such development shall be subject to design guidelines in the adopted historic district plan. Staff of the IHPC will also consult these Development Guidelines when reviewing projects in IHPC districts, especially projects that involve non-historic elements such as parking lots, new development, rezonings, and variances.

### **3-6. INDIVIDUAL HISTORIC RESOURCES**

Changes to the exterior of historic resources shall be reviewed for negative effect to the historic character of the building. Historic resources shall be defined as buildings or areas:

- Listed on the NRHP or the Indiana Register of Historic Sites and Structures (individual property or contributing property in a Register District), or



- Listed in the Indiana Historic Sites and Structures Inventory (Historic Landmarks Foundation of Indiana and the Indiana Department of Natural Resources Division of Historic Preservation and Archaeology) as notable or outstanding, or
- Determined by the Director of DMD in consultation with the administrator of the IHPC and/or the Indiana State Historic Preservation Office to be potentially eligible for the NRHP. When reviewing historic resources, Redevelopment staff shall consult with IHPC staff and shall consider the General Principles in the Secretary of the Interior's Standards for Rehabilitation.

When considering the general principles of the Secretary of the Interior's Standards, staff may consult the Secretary of the Interior's Guidelines for further detail, but those guidelines are not incorporated in these Development Guidelines and staff is not required to impose every treatment suggested in them.

### **General Principles for Historic Preservation:**

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.
2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.
3. Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.
7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.
10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

### **3-7. DEMOLITION**

Demolitions are necessary for the evolution of the urban environment. Buildings that are functionally obsolete, unsafe, or economically obsolete can negatively affect the potential for orderly transition in

growth areas. Demolitions must be done in a manner that is supportive of proposed land use, environmental goals, and conservation goals and does not significantly impact the community's cultural heritage preserved in historic buildings. A demolition should be pursued only out of necessity and not simply out of convenience.

### 3-8. MIXED-USE DEVELOPMENT SITE CONFIGURATION

Mixed-use Corridors are places where live, work, and play space is closely related. Development should be mixed-use in character to reinforce this environment and to spread economic viability over several categories of markets.

*In buildings that are designed primarily for a single use, such as industry, garages, apartments, or office buildings, active grade level uses such as retail, restaurants, cafeterias, lobbies, security, and other similar uses will be considered as mixed-use. Exhibit windows and public art may also be acceptable for areas where retail and commercial uses are not currently feasible. Special uses, such as places of worship are exempt from this guideline.*

- New residential development, including conversions of existing buildings with more than ten units, shall provide 32 square feet of usable outdoor, tenant/owner accessible, plaza space per unit. This area should be designed for active use by residents, and may be associated with outdoor common areas associated with the entry, in a rooftop zone, adjacent to a pedestrian way, or adjacent to a Parking Zone (on-site surface parking area). It shall contain benches, paving, screening, lighting, and landscaping. This requirement may be waived if public park, trail, or plaza space is within 400 feet (linear along the public sidewalk or pedestrian way) of the primary entrance or if private patios, porches, and/or balconies provide at least 32 square feet of usable space for each unit. This requirement will not be applicable to a project that involves the conversion or reuse of an existing building when conditions prevent implementation.

### 3-9. ENVIRONMENTAL SITE CONTEXT

Many sites have location-specific characteristics that may require unique design accommodation. Adjacency to streams, railroads, levees or greenways, locations in Wellfield Protection or Airspace Zoning Districts, and changes in the grade level all require **special consideration**.

- The design, character, grade, location, and orientation of all uses is to be appropriate for the uses proposed, logically related to existing and proposed topology, and other conditions.
- Development adjacent to a public waterway or public greenway shall not prohibit or substantially hinder public access to such features.
- Development regulations established by wellfield protection districts, adjacency to waterways or flood hazards, air space districts, and other environmental regulations may require deviation from some guidelines. Petitioner is to provide documentation for any requested exemption of these guidelines because of such regulations.

### 3-10. SITE CIRCULATION CONTEXT

The typical public right-of-way pattern in Indianapolis forms a one-tenth of a mile grid. This pattern allows **flexibility in movement** and access, flexibility in corridor typology, and flexibility in connectivity from one site to another.

- New development proposals (1) in cases where public right-of-way is proposed to be vacated or reduce access to nearby sites, (2) in situations where there are multiple public street frontages, **shall not create a “back door” image** by placing service or security systems exclusively on one frontage, and (3) reduce the alternative routes available to accommodate traffic, service access, or provide emergency access in the vicinity of the site.
- Primary pedestrian access to the site is to be from the public pedestrian way. However, **additional pedestrian** connections are also encouraged to be made in non-public right-of-way from one site to another.

### 3-11. ORIENTATION

Buildings in the **commercial** parts of the corridor should be urban in nature and located to maintain a sense of defined urban space along the primary pedestrian corridor.

- It is recommended that mixed-use buildings have a **minimum of two levels** and that the building be built to minimum height of 26 feet along the front property line(s) and is to be increased in height at a ratio of one foot vertical for each three feet horizontal if the building facade is set back from the property line. Grade level uses shall be designed to relate to the public pedestrian way and the street grid. The minimum height of 26 feet should be exclusive of sloped roof forms.
- In all areas with recommended land use of Residential, buildings shall be set back consistent with the “established setback” of adjacent buildings. Major structures related to parks, plazas, monuments, churchyards, and other formal, site-related elements shall not be used to establish setbacks.
- Entry plazas, colonnades, programmed outdoor space, and sidewalk circulation related development may be permissible in establishing the build-to line.

### 3-12. SITE UTILIZATION, MAINTENANCE & SAFETY

The urban environment is a mix of public, quasi-public (such as entries, front yards, parking areas, etc.), and private uses and users, and sites should be designed to **improve utilization, maintenance, and safety**.

- Sites shall be designed to clearly define proposed site utilization and treated accordingly. The tenant/owner private space may be secured and/or treated as quasi-public space. Guest and visitor quasi-public space is to be supervised, lighted, landscaped, and clearly marked. Publicly accessible space in the quasi-public areas is to be treated compatibly with the street and pedestrian way treatment. When establishing any quasi-public area, ensure that the **ownership/maintenance of that space** is arranged prior to opening up such a space to the public.
- Portions of the site which are “**leftover**” **spaces** such as: (1) weed lines in the space between the fence and the alley, (2) spaces between closely adjoining buildings, (3) offsets and notches at the base of the building, and (4) emergency egress and loading areas, shall be designed to require low maintenance.

- Each public right-of-way frontage with secured fenced or walled areas shall have at least one **access gate** per frontage to encourage owner maintenance and litter removal.

### 3-13. ADAPTABILITY

Buildings inevitably undergo change as economic conditions change. Buildings should be designed from the beginning to maximize their adaptability to different configurations and uses. Buildings that are difficult to adapt often fall into blight and have negative impacts on surrounding properties.

- New development that has “zero lot line” sideyards abutting existing development is to be designed so that floor heights align on as many floors as possible. At a minimum, the grade level and one additional level must be aligned with adjoining buildings.
- Commercial and institutional buildings should be designed to accommodate change associated with new technologies, future needs of owners, and potential reuse.
- All new commercial development, including parking structures, shall be designed and constructed with provisions for active grade level uses adjacent to primary pedestrian ways.
- The primary pedestrian access to a building should be easily identifiable and **directly accessed from the public pedestrian way**. In no case shall primary access across a parking zone be permitted. In situations where the primary pedestrian access to a building is not directly on the public pedestrian way, landscaped pedestrian corridors or plazas shall link entrances directly to the primary pedestrian way serving the use.

### 3-14. REQUIRED PARKING

Each Primary Zoning classification sets forth requirements for parking. On-street parking, shared parking, and commercial parking availability may be considered in granting variances in commercial areas. Existing parking located on the same parcel as new development shall be upgraded to meet all development standards and these Guidelines when there is a greater than 15 percent change in the number of parking spaces. Existing parking that will serve the new development and that is located on other parcels that are unaffected by the new development will not require special approval.

- Provide **bio-swales** at regular intervals to reduce the heat island effect and improve stormwater management as well as provide places for snow storage during the winter.
- Exits and entrances shall be designed to minimize pedestrian conflicts. When the right-of-way permits, alley access and parking facilities located in the interior of the block are encouraged.
- **Parking lot screening** is required if parked vehicles are visible from a public street or pedestrian way. It shall be designed to be permeable, considering visibility and safety.
- Entrances to parking areas should be designed for their intended audience. Public entrances should have a higher-profile entrance than an entrance to a restricted parking area.

### 3-15. DRIVETHRU WINDOWS

Commercial convenience drive-thru pick-up windows are permitted only when **not located facing a public street** (public right-of-way that is greater than 40 feet in width). Multi-family residential



development may provide convenience drop-off and pick-up improvements for residents. The improvements shall not reduce or impede pedestrian or vehicular effectiveness.

### 3-16. CONSTRUCTION SITES

Construction sites shall be **fully secured**. Construction fences may have creative artwork or informational material specifically about the project under construction. Chainlink fencing will be allowed along a pedestrian way to secure a site during construction provided it is covered with canvas or a similar material which may display artwork or informational material specifically about the project under construction.

### 3-17. SERVICE AREAS

All service and delivery access shall be **on site and fully screened**, contained within the building, or located below grade, and accessible from the alley when alleys serve the site.

- No trash dumpsters shall be placed directly adjacent to a pedestrian way.
- Permanent security fencing shall be designed to enhance the building design.
- No chainlink fencing is to be visible from a sidewalk or pedestrian way.
- No barbed wire or razor wire is permitted.

### 3-18. PUBLIC AREA MAINTENANCE

Each public right-of-way frontage with secured fenced or walled areas shall have at least **one access gate per frontage** to encourage owner maintenance and litter removal.

### 3-19. SECURITY BARRIERS

Vehicle security barriers or planters are to be **designed into the site**, and all pedestrian ways must remain Americans with Disabilities Act (ADA) accessible. New development is encouraged to use site design (such as raised steps or planting beds) in lieu of prefabricated security barriers or planters.

### 3-20. MASSING AND DENSITY

The form and massing of a building should be designed to enhance wayfinding and to define corridors and gateways. The **corners of buildings** located at the intersection of two arterial streets should be emphasized in order to create identity, take advantage of the high visibility, and enhance wayfinding.

### 3-21. STYLE

The architectural style of a building should reflect the time in which it was constructed, but should also be respectful of surrounding styles.

- New development will be reviewed for its **contextual relationship** with nearby development. New design should make a conscious effort to relate in some meaningful way to its surroundings. The potential for the reinforcement of exterior space (corridors, plazas, and historic sites), the incorporation and allusion to details in the existing environment, the use of contextual colors and materials, the reinforcing of landscape precedents, the contribution to the social environment, and the design response to seasonal change and the day-night cycle will be considered in the design review. This may result in new design that is reflective of the surrounding built environment, or it may result in new design that contrasts but complements the surrounding built environment.

- Buildings should be designed as a whole and in general should not attempt to mix diverse architectural styles.
- Literal replication of historic styles is discouraged.

### 3-22. THEME

Many urban areas have very distinct districts that are identified by a unique architectural style, streetscape, or other physical design. The identity of such districts should be enhanced by new development. Historic themes and district themes related to documented initiatives (such as designated Cultural Districts or community based initiatives) are encouraged to be promoted in site and building design. Petitioner shall cite the initiative and their design response.

### 3-23. FAÇADE CHARACTER

The facades of buildings are one of the most important contributors to the urban environment. From the interaction with a building at the pedestrian level to the appearance of tall buildings from a distance, building facades contribute significantly to the character of an area.

- All new buildings shall have a **cohesive architectural treatment** on all facades as well as on any solid screening elements such as walls. The colors, patterns, and quality of materials shall create a unified building form. In situations where there are “zero lot lines,” the sides and rear of buildings may conform to the dominant contextual precedent. This guideline is not intended to prohibit variation in the facade treatment that sensitively responds to context, to building code requirements, to service access, or to limit the variation in facade design that is large in scale and forms the wall(s) of exterior spaces.
- The facades of buildings shall be designed to have three-dimensional interest. Transparent facade treatment may be used. Flat and minimally textured facades are discouraged.
- In new commercial buildings a minimum of forty percent of the length of the grade level facade, adjacent to the primary pedestrian way, shall be glazed between two feet and eight feet above grade. In situations where tenants require wall space, the back of shelving may be set back a minimum of two feet and displays placed in the window areas. This guideline is intended to encourage occupant interaction with exterior space, in order to engender “**natural surveillance**” and social interaction.
- At the grade level, adjacent to primary pedestrian ways, **glass and/or other glazing materials shall have high transmissivity of visible light and low reflectivity qualities**. The percent of visible light transmitted less the percent reflected shall be no less than 59 percent. For example: (1) Clear monolithic uncoated laminated glass transmits 86 percent and reflects 8 percent for a net factor of 78 percent and (2) Aqua-green low reflectivity glass transmits 66 percent and reflects 7 percent for a net factor of 59 percent. See also Data source PPG Industries, Inc. Glass Technology Center
- The articulation of openings, roof line, base, and materials should be designed to **protect materials from staining**. Care should be taken in the detailing of water runoff, use of untreated ground water, use of porous materials, and also the use of copper, core-ten steel or other oxidizing metals.

- When a new project requires that an **opaque wall or fence** be constructed adjacent to the public sidewalk or pedestrian way, the design shall incorporate features to provide visual interest at a minimum of 30 foot intervals. A thirty foot long expanse would require no features and a 40 foot long expanse would require a minimum of two features. Permanently installed landscape, lighting features, public art, windows, and cutouts may be used to create interest. When “new tenant” leasehold improvements are made in existing buildings this guideline applies only to the new construction.

### 3-24. MATERIALS

Technological advancements have produced a palette of facade materials that is more extensive than the relatively limited palette of the past. A limited palette produced districts with **uniform character and appearance**, and modern materials should be used to create a similar result. These guidelines are directed toward creating an overall urban fabric with a strong sense of place that reinforces the definition of corridors and places such as schools, churches, and parks.

- Materials shall durable. Examples of current materials include red to brown tone brick, buff tone brick, limestone, granite, low reflectivity glass, metal frames, concrete and metal panels. Projects should be constructed to be as maintenance free as possible.
- Contrasting, bright colors and light may be used (on less than five percent of facade) for design accent and building identification.
- Only in residential situations where context permits shall wood siding or cedar shakes be permitted as the primary cladding material.
- Mirrored glass, polished stainless steel, and other highly reflective materials shall only be used in moderation. In no case shall glare create an unsafe driving condition. An analysis of the impact of reflected sunlight (related to glare and heat) shall be submitted if greater than 20 percent of any facade is composed of materials that reflect greater than 30 percent of visible light.

### 3-25. PATTERN, SCALE & TEXTURE

Building facades or facade sections can provide visual cues to users through varying patterns and scales. Such cues are important in creating a legible built environment.

- **Patterns reflected in materials and/or the installation of materials should be scaled in context with their use on the building.** Generally flat and minimally textured facades are discouraged. Uses that often have opaque exterior walls such as theaters, stadiums, museums, gymnasiums, utilities, and industries are to include pattern, scale, and texture elements.
- The scale of entrances, fenestration, and articulation of the structure and use of materials shall create a balanced, cohesive visual composition that relates to the use and size of the building.
- The pattern, perceived size, and placement of fenestration or other building openings and horizontal bands should reflect and/or reconcile similar patterns on adjacent buildings.
- In general, patterns should be more fine-grained and provide greater texture and visual interest nearer the ground level, especially when adjacent to a pedestrian way.

### 3-26. WINDOW TREATMENT

Mirrored, tinted or otherwise blocked windows create undesirable “dead zones” along the sidewalk. The interaction between the public sphere and private sphere is critical to developing an accessible, inviting, and safe pedestrian environment.

- At the grade level, adjacent to primary pedestrian ways, glass and/or other glazing materials shall have high transmissivity of visible light and low reflectivity qualities. The percent of visible light transmitted less the percent reflected shall be no less than 59 percent. For example: (1) Clear monolithic uncoated laminated glass transmits 86 percent and reflects 8 percent for a net factor of 78 percent and (2) Aqua-green low reflectivity glass transmits 66 percent and reflects 7 percent for a net factor of 59 percent. See also data source: PPG Industries, Inc. Glass Technology Center.
- Upper-level windows that are mirrored or otherwise highly-reflective must not significantly reflect light onto adjacent buildings, plazas, or public rights-of-way. **Mirrored glass shall be used in moderation.** An analysis of the impact of reflected sunlight (related to glare and heat) shall be submitted if greater than 20 percent of any facade is composed of materials that reflect greater than 30 percent of visible light. In no case shall glare create an unsafe driving condition. This information may be submitted conceptually at the schematic design phase. If additional analysis is warranted the architect may submit impact information at the appropriate design phase.
- The fenestration pattern of grade level windows and openings shall be compatible with the grade level use and the urban context. Movable **security accordion type gates and overhead security barriers are not permitted.** Permanently installed grills shall be compatible and integrated with the building design.
- **Awnings, shutters, and other energy conservation devices** shall be designed integral with the building.
- All sides of the building with fenestration and/or required openings that are abutting developable property not controlled by the owner shall be offset and/or set back from the property line a distance consistent with the requirements of the relevant building codes and/or fire rated as required, unless air-rights (or development rights) are acquired from adjacent properties.

### 3-27. SIGNS

Building signage is important to help people easily locate destinations. Signage can also, however, detract from these purposes. These guidelines are in addition to requirements as set forth by the adopted sign ordinance.

- Buildings shall be designed to incorporate building and business signs into the facade design. Signs shall be compatible with the architectural pattern, style, and fenestration of the building.
- **Signs shall be “architectural type” letters.** The individual letters may be lighted, back lit or neon type letters. Backlit panel or “box type” signs are generally discouraged. If these sign types are used, the background shall be non-reflective, opaque, and dark in color with lettering light in color.
- Strobe lights, motion, and other attention-getting devices shall not be used.



- Grade level **window signs** and displays are permitted but shall not obscure more than 15 percent of the total window area or more than 15 percent of any single storefront window panel and shall only contain materials for products or services (or representative of services) available on premises.
- Signs are encouraged to be designed creatively and artistically.
- All buildings shall have the **street address** number clearly visible, daytime and nighttime, from the pedestrian way and from the vehicle travel lanes for each public entrance. Numbers shall be a minimum of four inches in height.

### 3-28. ROOFLINES

The uppermost portion of the facade (building massing, roof form, eave, cornice, upper floor level(s), roof top design, and/or parapet) of all buildings shall be articulated with a treatment in scale with the building.

- Roof top gardens are encouraged.
- The illumination of the uppermost portion of the facade (building massing, roof form, eave, cornice, and/or parapet) of tall buildings is recommended. Design principles related to energy conservation and light pollution are to be followed.

### 3-29. FAÇADE LIGHTING

The architectural lighting of facades can provide additional character at night but can also create light pollution.

- The architectural lighting of building features and special seasonal power should be incorporated into the building design.
- In areas where night time use is typical, the lighting of facade features is encouraged.
- Facade lighting should be done in a manner as to minimize light “overspray” onto adjacent properties or public rights-of-way. It should also be done with a minimum amount of lighting to minimize light pollution.
- When lighting (such as to accent windows or architectural elements) is used to contribute significantly to the overall design of structure or site, the installation should require low maintenance and be easily accessible.

### 3-30. AWNINGS & CANOPIES

Awnings and canopies can contribute to the public streetscape while providing protection from the elements for pedestrians. They may also be used for energy conservation and as signage.

**Awnings and canopies are encouraged** in order to provide energy conservation and inclement weather protection to clients and pedestrians.

- Awnings and canopies may have business identification signage on no greater than 15 percent of any surface.

- Backlit or internally-illuminated vinyl or plastic awnings are not allowed.
- Awnings shall have no greater than a four foot projection into the public right-of-way. Marquees associated with entertainment venues will be reviewed separately as a component of entrance design.
- Awnings and canopies shall maintain the clear height zone with a minimum clearance of nine feet under the lowest part of the assembly.
- Canopies and canopy supports shall **not impede pedestrian traffic**, or narrow or otherwise restrict the pedestrian way. Canopies should not be located on building corners at intersections unless their supports do not interfere with pedestrian movement. All development in the right-of-way is subject to the issuance of an Encroachment Permit by the Indianapolis Department of Public Works.

### 3-31. BUILDING ENTRANCES/EXITS

As a primary multi-modal corridor and a path for visitors and residents, the primary arterials must be universally legible.

- New building entrances shall face the public street, be emphasized, and weather protected when possible.
- Building entrances should be designed in a manner to provide visual cues, such as entry scale, that differentiate public and private entrances.
- Entries shall be lighted from dusk until dawn. Design principles related to energy conservation and light pollution are to be followed.
- Buildings at the intersection of two arterial streets should consider corner access in order to **treat each frontage equally and to provide easy access for pedestrians from the crosswalks**.
- Exit doors that open directly into the pedestrian way, street, or alley shall be designed to provide safe egress and to not conflict with the sidewalk or pedestrian way utilization. Each door condition should be evaluated based on the volume of use, user visibility, accessibility, and safety. Pedestrians normally maintain an 18 inch clear zone when walking adjacent to a wall.

### 3-32. ARCADES, TUNNELS & WALKWAYS

Areas that promote pedestrian activity year-round should provide protection from inclement weather.

- Interior arcades that are integral with the design of the building are encouraged in public buildings, hotels, and mixed-use buildings.
- Protection from inclement weather should be provided at public transportation stops.

### 3-33. EXTERIOR SITE FURNISHINGS

Exterior site furnishings located in public and semi-public areas should contribute to the character of the public corridor and **accommodate pedestrians and public** gatherings.

- All exterior light standards, tree grates, seating, etc. shall be dark finished metal, granite, or other **durable materials**. Dark green, dark red, black, or dark anodized colors are recommended. Color and material variations will be considered when the design of the site furnishings is directly related to the architectural materials and treatment of the building. This Guideline does not apply to art (defined as original works created by an individual or team that is experienced in their discipline).
- Benches, bollards, trash receptacles, light standards, and other similar elements shall **not have advertising** or business identification signage.
- All elements that are approved to be in the public right-of-way placed by the adjacent property owner shall be maintained by the property owner and removed as required for safety, access, and utility maintenance.
- Because of the visual clutter created by the misalignment of movable exterior site furnishings, movable waste receptacles, tables, and planters are to be circular in plan. This does not apply to furnishings placed as a component of a regulated Sidewalk Restaurant.
- All outdoor site furniture is encouraged to incorporate artistic elements or be designed as a work of public art.

### 3-34. PEDESTRIAN & BICYCLE AMENITIES

Any project area(s) should accommodate and promote pedestrian and bicycle activity as a way to reduce vehicle traffic and pollution and to promote public health.

- Commercial and institutional developments of more than 50,000 square feet are required to provide at least one **bicycle parking space** per 10,000 square feet of building.
- Office, institutional, and industrial developments are encouraged to provide shower and changing facilities for employees commuting by bicycle or by walking.
- Residential development containing 20 or more residential units shall provide sheltered and secure bicycle storage with a no-step entry for alternative transportation modes (such as bicycle, scooter, or motorcycle). Such facilities shall be **provided at a ratio of at least one space per four residential units**. The storage may be accommodated by providing space in a dedicated storage room designed for this purpose, space in a parking facility, or exterior storage facilities that are integrated with the site development. Projects composed of town homes or apartments with direct access to their own private garages are exempted.

### 3-35. SITE LIGHTING

Lighting should be provided in all built environment spheres at an appropriate level to provide for the safety and security of users.

- Pedestrian circulation corridors are to have pedestrian scale lighting.
- Building entries, sidewalks, and heavily used pedestrian areas in areas are to be lit to a level of 4 to 8 footcandles. Metal halide or LED lamps (because of more effective visibility and better color

rendition in the ultraviolet range) are preferred in high activity pedestrian areas. General lighting shall be provided to light vehicular parking, vehicular travel surfaces, plazas, and service areas. The footcandle level shall be designed to provide the **minimum lighting needed for safety**. A level of 1 to 5 footcandles with a maximum variance of 4 to 1 for the brightest to dimmest lit spot is recommended by the Illuminating Engineering Society of North America (IESNA). High pressure sodium may be used in areas where general lighting is provided. Outdoor lighting design should take into account: (1) specific site conditions, (2) reducing light pollution, (3) reducing energy consumption, (4) improving safety, and (5) aesthetic considerations.

- Light sources shall be **“full cut” shielded** and direct light onto the surface area only. Lighting filaments in excess of 2000 lumens shall not be visible at the lot line, adjacent buildings, or from above the source. Likewise shall the level of light from a light source not exceed one footcandle at the lot line, entering an adjacent building, or above the source. When appropriate, exceptions may be made for decorative, ornamental, and “historic period” lights (acorn, globe, pendant, etc.), which shall be designed to minimize light overspray and light source contrast.

**3-36. SCREENING:** The impact of parking zones and service/utility equipment and similar facilities should be minimized aesthetically and functionally on surrounding properties and pedestrian ways.

- Mechanical equipment, loading docks, and trash removal areas shall be screened from view from the public streets and pedestrian ways. Dumpsters shall not be located adjacent to a pedestrian way.
- Screening materials are to be the same as the primary building materials and/or composed of permanent landscape elements such as: architectural metal fencing, masonry, trees, evergreen plant material, and berms.
- Surface parking areas adjacent to the public right-of-way or pedestrian way shall have a minimum four foot wide planting area to provide for screening with trees, walls, berms, and/or ground planting. **Clear sightlines between three feet and seven feet above the sidewalk grade** are to be maintained to promote visibility and safety (except where the primary zoning ordinance requires clear sightlines between two and one-half feet and nine feet at clear sight triangle areas at vehicular intersections). The design of the lower three feet (two and one-half feet in clear sight triangle areas) of the screening shall be permanent, durable, and easily maintained. A solid “knee wall” or berm with ground level evergreen planting is recommended.

### **3-37. PAVING MATERIALS**

Paved areas of a site, including sidewalks, plazas, and parking zones should be designed integral with the building and should also minimize stormwater runoff that significantly contributes to water pollution.

- Paving materials and installation patterns shall complement the building design and site utilization.
- Plazas, sidewalks, outside eating areas, and all other paved areas in the public or quasi-public spheres and not in a parking zone or service zone shall be constructed of masonry pavers or concrete (no asphalt or crushed stone permitted).



- Parking zones with more than 20 parking spaces shall be constructed of a permanent permeable material (such as permeable asphalt or unit masonry systems) or shall provide and maintain bio-swales or other natural methods to substantially eliminate stormwater runoff. Creative and artistic solutions are encouraged. If petitioner proposes standard asphalt, concrete, or other non-permeable paving, runoff and on-site detention documentation must be provided. Refer to the Department of Public Works, City of Indianapolis Stormwater Design and Construction Specifications Manual.
- Paving systems and materials installed in the right-of-way by property owners shall meet Department of Public Works and Americans with Disabilities Act (ADA) standards.

### **3-38. URBAN FORESTRY & PLANT MATERIAL**

The amount of hard surface area in highly developed areas produces an “urban heat island” effect created by the absorption of heat by pavement and buildings. Planting materials can mitigate this effect while also reducing pollution and stormwater runoff and creating a more aesthetic environment.

- Plant materials are to be selected to exhibit seasonal coloration and flowers. All landscape design is to emphasize seasonal variation.
- In parking zones, deciduous shade trees (minimum of four inch caliper) are to be provided and maintained at a minimum of one tree for each 1,600 square feet of paving in order to achieve 25 percent canopy coverage in 10 years of growth. Required trees may be clustered in islands, but only if such clustering will not impact the target of 25 percent of the parking zone being covered by tree canopy in 10 years of growth.
- Tree islands in parking lots should be a minimum of 130 square feet per tree with irrigation or 150 square feet per tree without irrigation. This minimum requirement may be waived if the pavement is permeable. All tree islands shall be curbed to prevent damage to the tree. The curb may have openings for drainage.
- Planting materials selected must be suitable to urban conditions. Trees with shallow root systems that could severely impact paved areas, or be severely impacted by paved areas, should be avoided. A wide range of species might be used depending on general conditions such as hardiness and site-specific conditions related to performance, soil, sunlight, exposure to pollutants, etc. Each site plan will be reviewed to determine the appropriateness of the proposed plant material.
- Trees should be selected that have large canopies in order to maximize the surface area of pavement covered by the tree canopy. Also consult guidelines relating to the adjacent public corridor for guidelines relating to street trees.
- Clear sightlines between three feet and seven feet above the sidewalk and/or parking grade are to be maintained to promote visibility and safety.
- All trees in parking zones or adjacent to a pedestrian way or activity zone must maintain a clear height zone of no less than nine feet. Only deciduous trees are permitted to be planted in the public sphere or adjacent to the pedestrian way.

- Alternative, documented systems of reducing urban heat buildup may be proposed.
- Designers should consult the *Indianapolis Regional Center & Metropolitan Planning Area Multi-Modal Corridor and Public Space Design Guidelines* for information related to plantings in the public right-of-way. Designers should also refer to current City Ordinances that regulate maintenance, planting, and trees.

### 3-39. LEED STANDARDS

Development should reflect innovation in environmentally sustainable building methods and materials.

- Building and site development which conforms to Leadership in Energy and Environmental Design (LEED) Standards published by the U.S. Green Building Council are encouraged.
- Environmentally sound design solutions may include elements that are not anticipated in these Guidelines. Exceptions to the Guidelines will be considered for documented energy and environmental components.
- Wherever practical, install “green roofs” consisting of vegetation and soil, or a growing medium, planted over a waterproof membrane. Green roofs can reduce urban heat islands, reduce sewage system loads by assimilating large amounts of rainwater, absorb air pollution, collect airborne particulates, store carbon, and insulate a building from extreme temperatures. Additional layers, such as a root barrier and drainage and irrigation systems may also be included. The EPA has more information on mitigating heat islands.

### 3-40. PASSIVE HEATING/COOLING

Buildings designed for passive solar and daylighting incorporate design features such as large south-facing windows and building materials that absorb and slowly release the sun’s heat. No mechanical means are employed in passive solar heating. Incorporating passive solar designs can reduce heating bills as much as 50 percent. Passive solar designs can also include natural ventilation for cooling. Windows are an important aspect of passive solar design. In cold climates, south-facing windows designed to let the sun’s heat in while insulating against the cold are ideal. Interior spaces requiring the most light, heat, and cooling are located along the south face of the building, with less used space to the north.

All projects should incorporate passive solar heating, cooling, and daylighting strategies recommended by the **Energy Efficiency and Renewable Energy (EERE)** section of the U.S. Department of Energy.

### 3-41. ENERGY USE

For businesses and residential development, a strategic approach to energy management can produce significant savings for operation costs and the environment. Also, the Federal Energy Policy Act of 2005 outlines energy efficient residential systems for which Federal Tax Credits are available. The eligible energy systems include certified: (1) Windows & Doors, (2) Roofing Insulation, (3) HVAC Systems, (4) Water Heaters, (5) Solar Energy Systems, (6) Air Source Heat Pumps, (7) Geo-Thermal Heat Pumps, (8) Solar Water Heating, (9) Photovoltaic Systems, and (10) Fuel Cells.

- All projects are encouraged to follow standards recommended by Environmental Protection Agency’s (EPA) ENERGY STAR partnership which offers an energy management strategy that

helps in measuring current energy performance, setting goals, tracking savings, and rewarding improvements. Also refer to EPA's Energy Performance Rating System for additional information.

### **3-42. UTILITIES**

The appearance of the primary arterial corridors in the area is important to its aesthetic image. Therefore the visual presence of utilities should be minimized. The inherent maintenance and innovation related to utilities should be planned and incorporated into the building and site to minimize future disruption.

- All on-site utility service access should be buried when new construction is located more than 20 feet from an existing utility supply. New development is encouraged to provide for long-term utility and communication access flexibility.
- Any utility and service connections and equipment placed along a pedestrian way are to be placed in the Frontage Zone (the area of interaction between the pedestrian way and grade level uses) and shall not impede the pedestrian way. Where possible, all such connections and equipment should be located in a screened Service Zone (on-site area for service delivery, including loading docks and trash removal facilities) or other area not adjacent to a pedestrian way.

### **3-43. CURB CUTS/DRIVEWAYS**

Service drives, parking access drives, and other Crossing Zones (areas where pedestrians or other non-motorized modes interface with and traverse through motorized transportation areas) must be designed in a way so as not to impede the continuity of the accessible pedestrian network. Also refer to *Indianapolis Regional Center & Metropolitan Planning Area Multi-Modal Corridor and Public Space Design Guidelines* relating to the pedestrian way and the Separation Zone (the area of protection between the roadway and the pedestrian way that contains various utilities, signs, and streetscaping elements such as street lights and street trees).

- Pedestrian way paving treatment shall be continuous through curb cuts (and also compliant with ADA standards). Textured pavement and other "Traffic Calming" devices shall be used to create a safe environment for pedestrians.
- Locate driveway aprons outside of the pedestrian way, with the sloped portion entirely within the separation zone.
- Maintain the pedestrian way pavement and pattern at a cross slope of 1:50 (one foot high, 50 feet long) across the driveway.
- Where necessary to keep the driveway slope from exceeding 1:10 (one foot high, 10 feet long), the sidewalk may be partially dropped to meet the grade at the top of the apron. This is preferred to extending the sloped apron into the pedestrian way.

(End of Guidelines)

4. DEVELOPMENT STUDIES illustrating potential development.







## BUSINESS NODES EXAMPLE OF ILLINOIS AT 39<sup>TH</sup>

Another HARMONI objective is to convert ordinary intersections into almost park-like settings. Nostalgic lampposts, street signs, brick crosswalks and plantings reinforce awareness of the area's heritage. Our neighborhoods are an important Indianapolis tourist attraction, and this attention to detail will enhance walking tours that celebrate our history.